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THE SPHERE
Vol. CLXXXVI No. 2433 WITH WHICH IS INCORPORATED THE GRAPHIC SEPTEMBER 7 1946

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Volume CLXXXVI No. 2433 The SPHERE, London, September 7, 1946

THE SPHERE
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The Empire's Illustrated Weekly

**ENGLAND MAKES HOLIDAY—NEW ARRIVALS AT BOURNEMOUTH CROSS THE TEMPORARY PIER AFTER DISEMBARKING FROM A PLEASURE STEAMER : Most of Britain's resorts still bear the scars of war, but this year they have provided for many the first real holiday since 1939**

In 1940 when Britain was in dire peril, with invasion imminent, Bournemouth, in common with the other resorts around our coasts, destroyed a section of its pier in order to frustrate any easy landing by the enemy. To-day Bournemouth still bears that scar of war, a reminder of how perilously we stood in those days ; but, like every other resort, the trend is back to normal, and in this summer of 1946, which has been so much marred by bad weather, tens of thousands of men, women, and children have had, and are having, their first real holiday since Germany destroyed the peace. For many it has been a makeshift holiday ; but to the philosophical Briton it is a reminder of past pleasures and is a foretaste of better things to come

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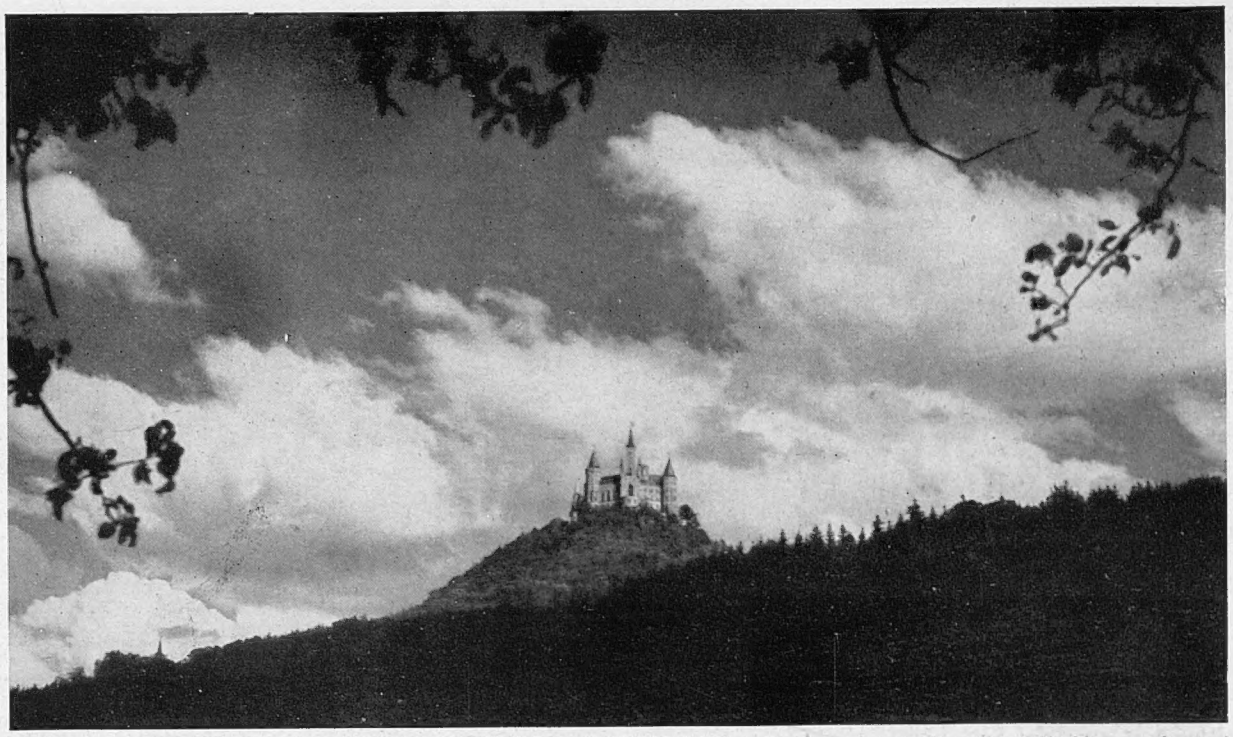
# A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

**Thoughts While on Holiday.**—Sometimes I am pricked in conscience. Two or three times a year, as I comment too easily on the news, I feel an urge to separate wheat from chaff, truth from hearsay, and see things clearer, striking a juster balance-sheet. Civilisation wears the air of bankruptcy, and many vital features at home seem grim enough. My farmer friends tell me that the food and the general farming outlook appear to them catastrophic, and we hear a variety of complaints about housing and unemployment and coal, and so on, and of incompetence and worse in high places. Peace among the nations does not advance, and in the black patches of civilisation a state of war is the perpetual disorder of the day. And against this sombre background, rostrum speakers sometimes give out rosy pictures of business done and of an assured and prosperous to-morrow. What is a fair picture of our state? All our leaders are not incompetent, or worse. All our people are not wringing their hands. We in Britain must be slowly moving forward, with jerks and starts, along a prepared track, not designedly directed to a cliff edge. In common with many others, I often speculate whether, if we were given more facts and less theory or propaganda, we could reach a clearer idea of things as they are and may become. When we get more newsprint, can we expect more facts? Or will the extra paper be used for still more propaganda and an increase in twaddle and fable? If those in the know lock their knowledge from the public, the garnering of facts is a sleuth's game for a newspaper editor with a conscience. It is a job of fitting a thousand pieces, painfully collected, into a jig-saw puzzle. I should say that very few editors to-day have the time, the means, the inclination, to do these puzzles on a wide range of subjects; and so it is that we drift along with an uncomfortable feeling that oars and rudder alike are lacking and that there are nothing but rocks ahead. Which is a pity, for I have a hunch that ahead of us there are gaps and practicable narrows on our chart, and beyond them an open and sunlit sea, to which we might all steer if the fog were lifted. I sometimes think we pay a heavy price for the privilege of free criticism and for the pleasures of the party game, since these pursuits for ever keep those in authority in their armour and behind their iron curtain. They come to regard the naked truth as a weapon for their critics, and themselves employ the weapons of gross exaggeration or criminal understatement. They alone can disperse the fog that hides a view of the promised haven and keeps the crew of the ship of State so needlessly apathetic, doubting, aimless and without faith. And party politics in a democracy are power politics in the international field.

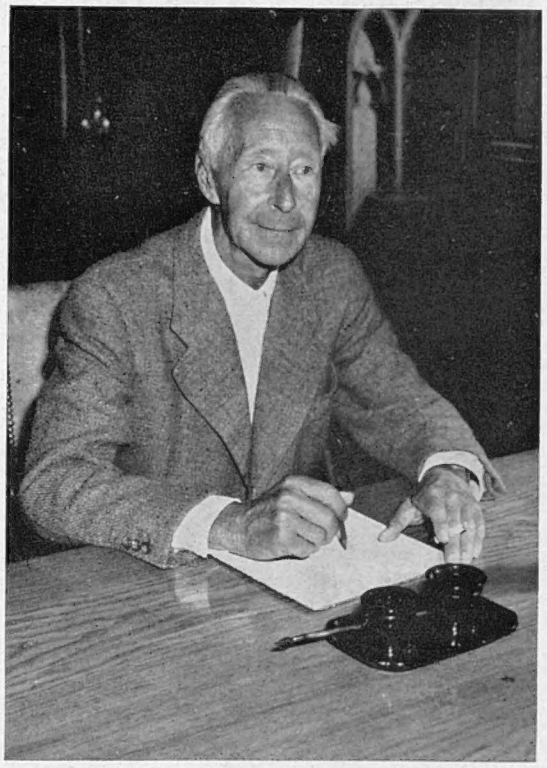
**Needless Austerities?**—It seems odd that after a full year of reconstruction a Dorsetshire watering-place crammed with visitors, and within a couple of miles of a main-line station and large town, should not offer a single daily paper or possess the means of distributing papers at any time in the day. Perhaps the increased allocation of newsprint will alter all this. But so it is in the Dorset seaport where I am writing this note. On the other hand, the shops of the neighbouring town are well stocked, and the tradesmen vie with each other in helpfulness and good nature towards their customers. Is there perhaps some connection between war experiences and post-war manners? I find that the areas comparatively safe and peaceful during the war provide a much better post-war record of good manners than do the "Bomb Alleys" of Britain. If it be so, it is perhaps excusable and certainly natural. And talking of austerities, how long will the present *chaos* of the system of telephoning telegrams be suffered to continue? It is about as ineffective as it can well be. The public are not only cheated of the service they are entitled to, and pay for, but of their time and, too often, of the money due to them on reply-paid telegrams which they answer by telephone, if they can afford to wait for a connection with "Telegrams." Few of us can.



**THE ROMANTIC RETREAT OF THE HEAD OF THE HOUSE OF HOHENZOLLERN: The many-towered castle of Hechingen, situated on a pine-clad hilltop in the Swabian Alps, is the last remaining possession of ex-Crown Prince Wilhelm of Prussia. He lives in a villa nearby, but hardly a day passes without him visiting his beloved, ancestral estate**

**Food for the Mind.**—We learn (though the item did not greatly interest the soberer Press) that we are spending a proportion of our first drawing from that hardly-won American loan in importing new films from Hollywood, fit food for the minds of our people, a supplementary syllabus in the New Charter of Education. Must we impugn the taste of our governors of education or chalk it up to the ignorance of Mr. Attlee's Government? Sometimes we say hard things of them, within the rules of the "party game." But such a charge as that would be grossly unfair criticism. It is surely freedom, not discernment, which they lack. They are slaves, not dolts. It is impossible that they can suppose that the vast bulk of such imports can be food for the minds of even illiterate adults, or possess fit recreational value for children. The deduction we are bound to draw from this sombre announcement is that we got the loan on terms of slavery, terms fettered with humiliating and, to us, damaging conditions. We must buy a fair proportion of trash and shoddy with our hard-won and hardly-borrowed dollars; and continue to inspire our rising generation with the romance of saloon-bar and luxury-flat life and with the propriety of shooting from the hip, gambling and soaking cheap whisky.

**An Aftermath-of-war Brotherhood.**—There are pleasant indications in the world of music and drama that the close association between England and America during the war for a common cause is not petering out, nor yet American interest in Britain. We might well think otherwise, if we took our opinions only from heady headlines. At Stratford-on-Avon, Frank McMullan of Yale has put on an interesting production of *Measure for Measure*, the first American to produce a play at the Memorial Theatre. Then, the announced Italian Opera Season at Covent Garden with the San Carlo Company from Naples is, in fact, obliquely the result of Anglo-American co-operation in war, for the company was established by Allied officers to provide good entertainment for the C.M.F. The usual Italian tunes will once more be heard at Covent Garden, *Bohème*, *The Barber*, and *Butterfly*, in one of their most traditional homes, with leading Italian conductors and stars. Perhaps "the Old Barn" will be back in the Edwardian Age, lacking only the fireworks of the tiaras and Tetrazzini.



**"LITTLE WILLIE" TO-DAY: Ex-Crown Prince Wilhelm of Prussia, head of the House of Hohenzollern, in his study at the castle of Hechingen, where he spends a part of each day writing his memoirs. The ex-Crown Prince renounced his rights to the German throne in December 1918, and since then he has for the most part sought to live the life of a country gentleman. Only occasionally did he appear in news-pictures in company with the more notorious leaders of the Nazi Party**

**Eisenhower's Report.**—I confess to a reluctance to read war literature; but I reserved for my holiday reading Eisenhower's Report on the Operations in Europe, June 1944 to May 1945. Most readers, no doubt, have read it long since. Every intelligent citizen ought to do so. It is written in the classic style which only great artists, by infinite practice or men of action, with an exclusive story to tell, can achieve. Thus Eisenhower (or Captain Scott) achieved by "direct action" what Masefield compassed by his art. It is a thrilling story, very simple on the whole to follow, which can be said of few battles and campaigns in which thousands instead of millions were employed. The abiding impression is the big-mindedness of the author. There is nothing small or mean, or partial or personal, in its length. What is the secret of success in a great commander of Allied operations in modern war? Two things (I should say) are essentials: the greatness of character which can compel subordinates to sink rivalries, jealousy, national or unit claims, and to co-operate to a common end; and a flair for choosing the right men for key posts and thereafter trusting them to do their jobs unfussed. So that in the end his team of specialists dish up for him perhaps two or three schemes, complete to the last detail, leaving it to him to select the right plan by a simple exercise of unhurried and unfettered common sense.

**Escape.**—"It never rains but it pours." Bigger and better records for ever crown us. And this time I am not talking literally. It is raining escaped convicts and prisoners. Time was when an escape from Parkhurst or Dartmoor was an achievement for one and a sensation for the many. Nowadays there is a more or less constant roving population of escaped convicts or P.O.W.s who elude pursuit longer than of old (despite aeroplanes and Commandos) and have much more time at their disposal for housebreaking and terrorising. Why is this? The war no doubt is the root cause. It enlarges membership of the Escaping Club, improves the technique of prison-breaking. It reduces in number and perhaps efficiency the warder personnel; and finally, it may be, the humanising policy in prison organisation affords more opportunities to desperate men to slip away. But it is time that the Home Office and prison governors looked to their laurels and strengthened their defences. For indeed it is nowadays no joke to live near a gaol. If State gaols are still a necessary evil, they may as well be made leak-proof.

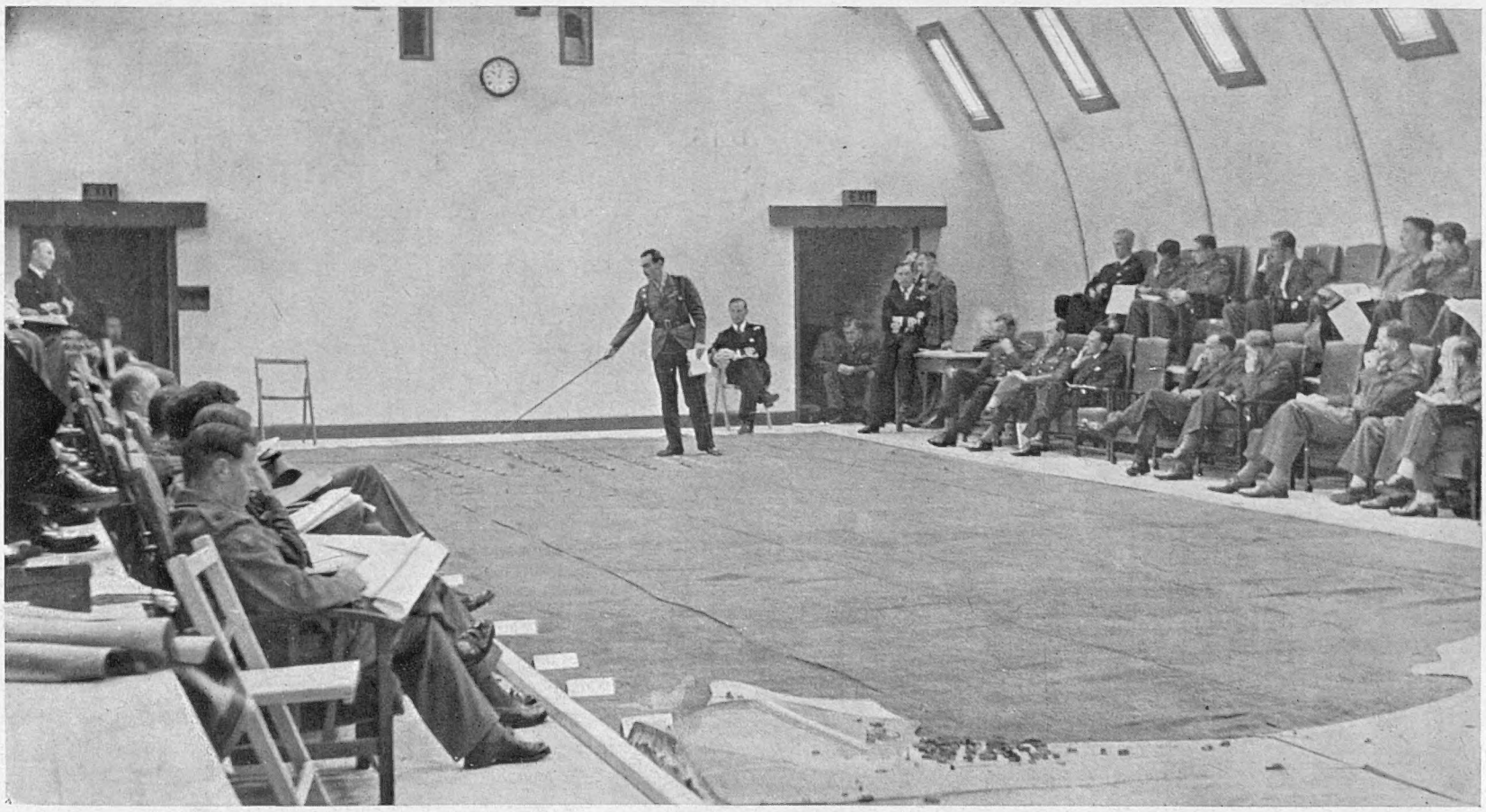
THE OLD STAGER

THE COURT-MARTIAL OF MAJOR CECIL BOON: The scene in the court-room (the panelled drawing-room of a Mayfair house) as Major Boon, for twenty-eight years a Regular Army officer, also an ex-prisoner of war, faced eleven charges of voluntarily aiding the Japanese while he was a liaison officer at the prison camp at Hong Kong. The accused (back to camera) is seated towards the right next to his Defence Counsel, Mr. G. O. Slade, K.C., and Mr. Neville Faulks, and on his left are his escort and two shorthand writers. At the head of the table are the Judge Advocate (Wing-Commander Barnett) and the President of the Court, Colonel J. A. C. Birch. Standing at the table on the left is the Prosecuting Counsel, Colonel R. C. Halse

## THE MAYFAIR COURT-MARTIAL

Sitting in a dingy room in a requisitioned Mayfair house, the Judge Advocate heard last week an astonishing story of life in a Hong Kong prisoner-of-war camp when Major Cecil Boon, of the R.A.S.C., faced eleven charges of collaboration with the Japanese. The accused, who is a Londoner and has been for twenty-eight years a Regular officer, was Deputy Assistant-Quartermaster-General China Command. at the time of the fall of Hong Kong. "On becoming a prisoner of war," Prosecuting Counsel declared, "Boon adopted Jap customs, had his hair cut short, wore his shirt outside his jacket and forced P.O.W. parade commanders to speak in Japanese. He made a point of bowing to the Japanese commander and to everyone in the guard—a correct Japanese bow. He ran like a little boy to his master (the Japs), and told all he knew."

## THE ARMY OF TO-MORROW



HIGH-RANKING OFFICERS LEARN THE LESSONS OF THE PAST: Students at the new War Office School of Combined Operations listening to a lecture on the strategy and tactics of invading an enemy-held coast. The school is at Fremington, North Devon

The new War Office School of Combined Operations at Fremington is open to high-ranking officers of the Armies, Air Forces, and Navies of Britain and her Dominions, and its whole purpose is to train future Staff Officers and Instructors. Lessons learnt in the Second World War in the various combined operations which contributed to the victory are now being passed on to the new leaders of the Forces. O.C. of the school is Major-General G. E. Wildman-Lushington, C.B.E., who was in charge of a Commando Group during the war. The essence of all post-war service training lies in co-operation between the arms, and Viscount Montgomery, as the new C.I.G.S., is steadily implementing this policy so far as the Army is concerned

**AFTER DAYS OF MOB VIOLENCE: The scene of desolation in Dharamtolla Street, Calcutta, following the Hindu-Muslim riots which resulted in over 2,000 deaths**

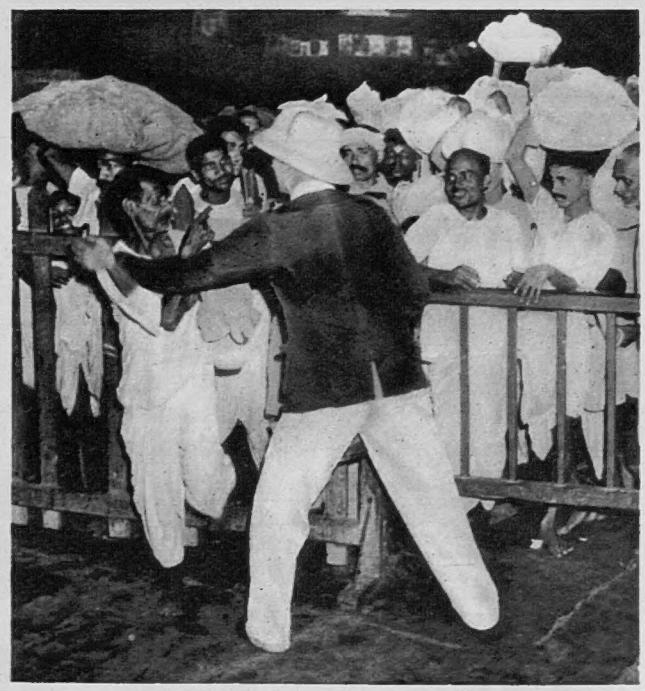
# TRAGEDY in the STREETS of CALCUTTA

## An Orgy of Looting, Murder and Arson with the Muslim and Hindu Communities in Bloody Conflict

As Pandit Nehru, of the Congress Party, sought to create a Ministry of Hindus and Muslims, and as India stood upon the threshold of self-government, an outbreak of mob violence took place in Calcutta, surpassing in folly all that had gone before in the bitter months of Hindu-Muslim strife. The rioting, accompanied by an orgy of looting, murder, arson and irresponsible hooliganism, began on what was known as "Direct Action Day," when the Muslim League decided to celebrate Muslim solidarity throughout India by a series of "peaceful celebrations." In Calcutta these celebrations took an increasingly violent form, and at the end of five days at leas 2,000 men, women and children had lost their lives in the city. Military units wer drafted in to help the police, but tragedy succeeded tragedy, and some streets, where th rioting was worst, were filled with dead and dying. After the first outbursts of Muslim ferocity the trouble flared up anew when the Hindus recruite their strength and made counter-attacks. Mr. Jinnah, leade of the Muslim League, professed himself shocked by the actio of his followers in taking the law into their own hands

**THE BRITISH ARMY TAKES A HAND: With rifles at the port and bayonets fixed, an officer marches amid his men through the Muslim quarter of Calcutta. This picture was taken on the fifth day of the riots, when order was beginning to be restored in the city and the fierce passions of the rioters had begun to subsid**

**CALCUTTA POLICE USE TEAR-GAS :** A bomb being thrown into a street thronged with rioters in an attempt to restore order. The roadway is littered with stones and broken glassware



**THE PANIC FLIGHT FROM THE TUMULTUOUS CITY :** Crowds pressing close to the barrier at Howrah Railway Station, Calcutta, when attempting to leave for the countryside

**THE WILFUL DESTRUCTION OF CIVILIAN PROPERTY :** Furniture and bedding thrown into a Calcutta street from a building which had been ransacked by one of the mobs. After the Muslims had attacked the Hindu quarter, the Hindus counter-attacked

**THE CALCUTTA POLICE ORGANISED IN FLYING SQUADS :** Steel-helmeted police waiting in lorries to be conveyed to some new centre of disturbance. The men carry lathis which, in normal times, when passions are less heated, break up a mob in a matter of moments

**INDIANS BURN AN EFFIGY OF FIELD-MARSHAL SMUTS :** An incident which took place in the streets of Lahore at the same time as the Calcutta riots. As a result of his recent remarks about the status of Indians in South Africa, the Union Premier has been very hotly attacked in the Indian Press

**AFTER THE MOB HAD PASSED BY :** A scene of death and destruction in Dharamtolla Street, Calcutta, when the rioters had passed on to another quarter of the city. The youth in the foreground is only injured, but many dead lay about the street almost unheeded

*Above*—**SPANNING A WILDERNESS OF PEAKS AND GORGES: The R.A.F. Lancaster "Aries" passing over the only-partially-explored area of the Stikine River when flying from Edmonton, Alberta, to Whitehorse, Yukon, on the penultimate stage of its Polar journey in 1945. From the air the Stikine region, which lies in the far north of British Columbia, appears as a fantastically striated region in which sedimentary rock strata are thrown up at steep angles mingled with intrusive igneous bands. The whole area is one of truly awe-inspiring grandeur**

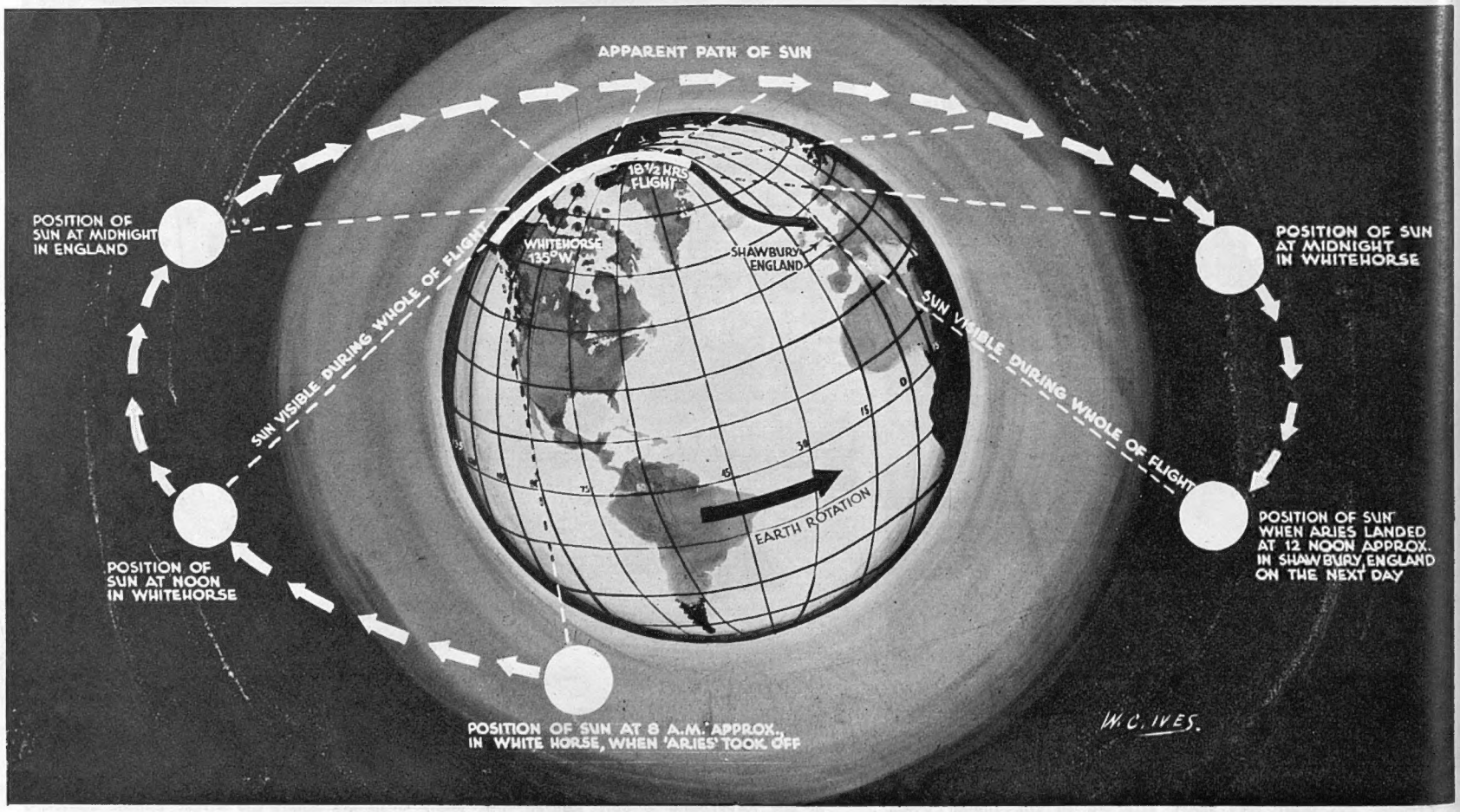
*—Drawing by E. G. Lambert*

# THE POLAR FLIGHTS OF THE "ARIES"

## A Record of Her Remarkable Journeyings in the Far North and What Her Crew Saw En Route

*Below*—**UNCANNY SUN PHENOMENA ENCOUNTERED ON THE FLIGHT ACROSS THE WORLD'S ROOF: A diagrammatic sketch showing how on the 18½-hour journey of the "Aries" from Whitehorse, Yukon, to Shawbury, England, the sun not only remained above the horizon throughout, but did nearly a full orbit round the aircraft, completing a passage of 27½ hours of local time. On an earlier journey in the same series of Polar flights, the sun was above the horizon for a period of more than 34 hours**

*—Drawing by W. C. Ives*



# "ARIES" CROSSES THE ROOF OF THE WORLD

Last week the R.A.F. Lancaster "Aries" took off from Blackbushe Aerodrome on a mission to New Zealand, and 59 hours 50 minutes later she was cruising above Ohakea Aerodrome, New Plymouth, having broken the record for a flight from the Mother Country to the Dominion. The record, however, was a mere incident in the career of the "Aries," whose true purpose is to provide information for the Air Navigational School, testing out new types of instrument and making surveys.

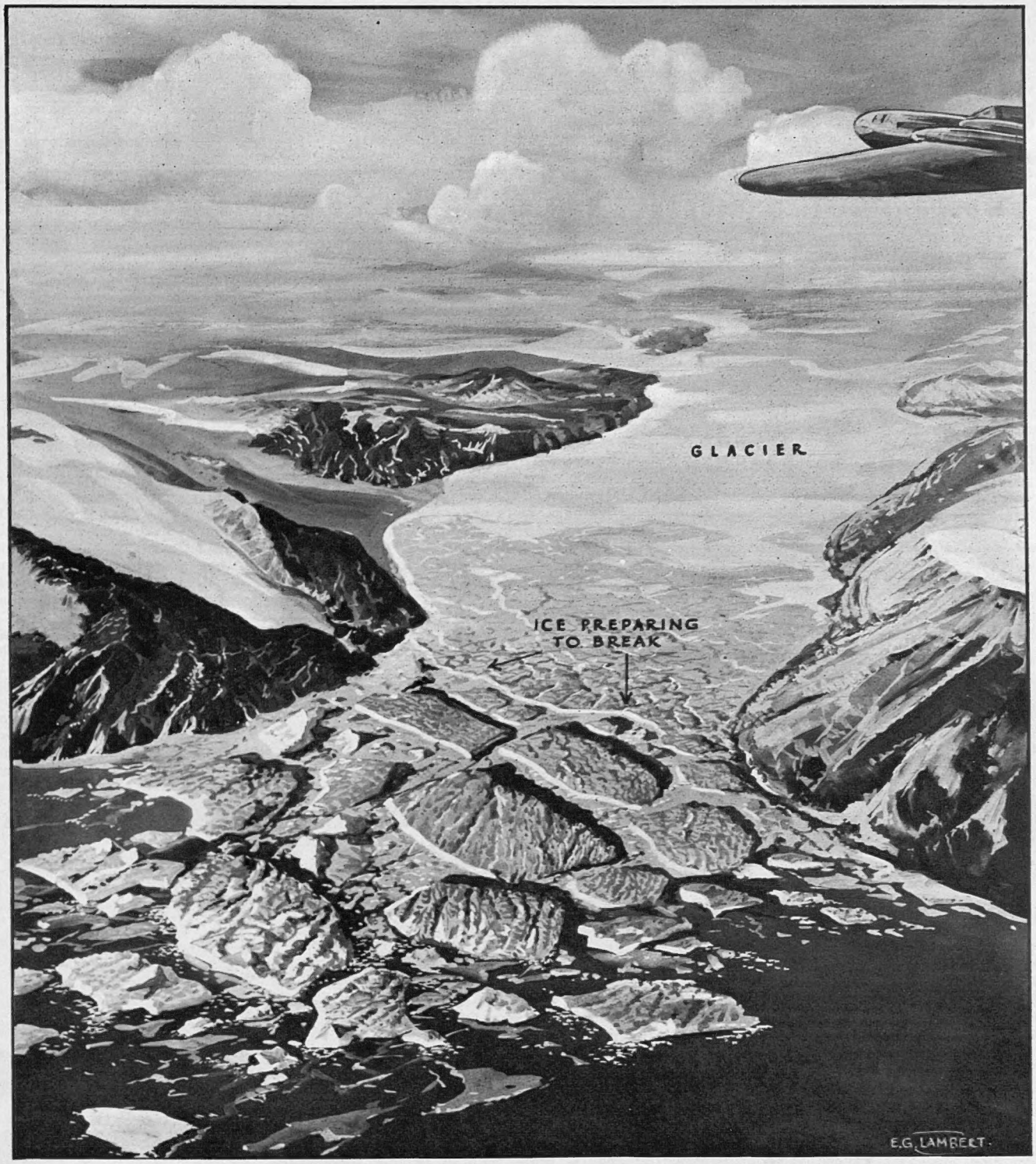
Of the many remarkable flights made by the "Aries" during her career, the North Polar adventure in 1945 stands out in bold relief, and on these pages SPHERE artists give a series of diagrammatic impressions of what the crew of the Lancaster saw on their journeyings.

The main objects of this Polar expedition were to study navigational technique, to examine the behaviour of instruments, and to collect magnetic and meteorological data in the Arctic regions. These objects were brilliantly achieved; but no less important were some of the photographic findings of the expedition, particularly in the little-known Stikine River region of Northern British Columbia, a land of awe-inspiring peaks and gorges of which comparatively little is as yet known by the geographer.

Of no less interest were the pictures obtained as the "Aries" flew above Hall Inlet, Scoresby Sound, before passing over the Greenland Icecap. These have been incorporated in a diagrammatic drawing which is reproduced on the right, and show what actually happens when the bergs calve from one of the great glaciers.

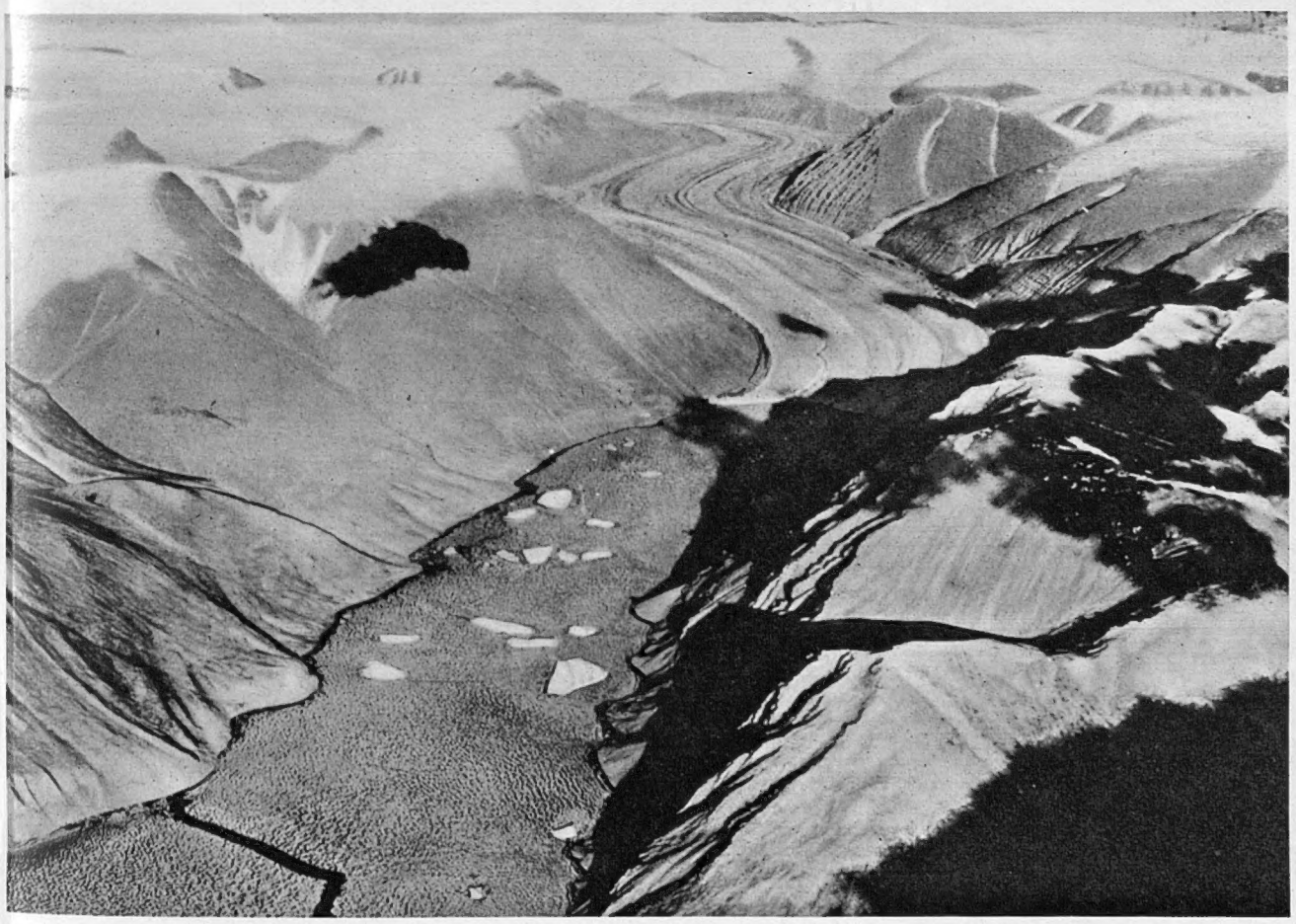
The record of these Polar flights has only lately been published in a very well-prepared official report, parts of which shed the official manner to describe some of the more dramatic moments of the tour. For instance, on reaching the Pole a successful effort was made to surpass Phineas Fogg by completing an orbit of the globe in 80 seconds. This involved crossing the date-line twice in 90 seconds.

One of the most interesting spots visited by the "Aries" was Whitehorse, in the Yukon, scene of activity in the gold-rush days, and the last stopping-place on the flight across the roof of the world to Shawbury Aerodrome, England. At Whitehorse the flyers noted many traces of the "Trail of '98," and they were struck by the pure English accents of some of the older inhabitants.




**THE "ARIES" PASSES OVER GREENLAND:** An artist's impression of what the crew of the Lancaster saw above Hall Inlet, Scoresby Sound, during one of their Polar flights in 1945. A glacier is seen in the moment of calving, giant bergs breaking away from the main body of ice preparatory to their long drift southward across the shipping routes of the Atlantic. Only through aerial reconnaissance could such a view be obtained. Behind the newly-formed bergs tremendous pressure is being built up, and in due course more mountains of ice will break away thunderously from the main body

*—Drawing by E. G. Lambert*



***On left*—ON THE EDGE OF THE ARCTIC CIRCLE:** The mouth of one of the great glaciers of Peary Land. An aerial view of Frederick Hyde Fiord taken from a naval patrol plane during the recent Summer Reconnaissance Expedition to the Arctic organised jointly by the United States and Canadian Governments. The expedition, in common with that conducted by the "Aries" in 1945, had as its object the securing of navigational and meteorological data in the far north. The planes operated from Thule, in Greenland, and they covered about 1,400 miles on each flight. It will be seen in this remarkable picture how the icebergs have calved from the glacier and are starting their southward drift

# SOUTH AFRICAN GOLD AND CLOUD

## The Orange Free State Offers New Wealth, but the Horizon is Not Wholly Untroubled

By FERDINAND TUOHY

SOUTH AFRICANS should pay attention to their 50-to-60-year cycles.

In 1836 there started the "Great Trek" into the unknown interior by Boer peasants in search of the simple life, and approximately by 1846 they thought they had found it. But in 1886 these farmers, or their descendants, discovered that they had been established all along on the richest gold-bearing area in the world, and for the ensuing decade, while Johannesburg feverishly grew, the simple life was the last thing seen around.

Now, in 1946, another great goldfield has been established, this time in the hitherto pastoral and tranquil Orange Free State, and the signs are that South Africa will consequentially undergo change during the decade 1946-56 as transforming as was that of 1836-46 and 1886-96.

That the new goldfield which may equal that of the original Rand should follow right on the heels of a war that altered the rhythm of South African life by turning it towards industry, and so unsettled Europe that would-be emigrants figuratively crowd the pierheads, is assuredly a rare piece of complementary good fortune for the Union. Where there is gold the wheels of industry need never lag, and emigration is reduced to a process of selection. South African luck can further be detected in the timing of next spring's Royal visit, one of whose principal assets will lie in the publicity it sheds upon the Dominion.

**TROUBLE ON THE RAND: Police dealing with native labourers who had been incited to riot in the goldfields. The strike involved about eight mines and 50,000 men, and at the affected mines the police remained on duty all night to prevent damage to installations. *On right*—Police sleeping near a native mine compound after their all-night vigil. The strikers were demanding a basic wage of 10s. a day, which is far in excess of their present rate of pay. All native workers receive free board and lodging while in the Johannesburg compounds**

We shall be hearing a great deal of South Africa in the months and years ahead, and so it is eminently suitable that the new saga should have as its first narrator General Smuts himself. What a remarkable old age! On one hand, the world statesman who, alone prevailing from Versailles, becomes a leading inspirer of the San Francisco Charter and rallies to Versailles' much sorrier successor at the Luxembourg. On the other hand, the South African who can glance back at the nation he founded with Louis Botha ("the largest, most beautiful and sweetest soul of all my land and days") and energetically proclaim the means by which this nation shall become twice as great in the future.

"We want the population to increase by leaps and bounds—let us once more open our doors—we want to make hay while the sun shines. Situated as we are on the 'Black Continent,' we want good Europeans. We can get hundreds of thousands, millions of them. We want to see a European influx into South Africa that will re-create the country. Let us not be afraid; we shall digest them. Let them come to our industry, which is clamouring for them. I look on this as a God-given chance, so let us seize that chance with both hands. If not, we shall be left with the leavings. Let us make South Africa a bigger country!"

Here is the present population strewn over an area four times the size of the British Isles—and figures *are* important: total population, 11,260,000. Europeans, 2,336,000; Natives, 7,736,000; Coloured or Mixed Races, 905,000; Asiatics (nearly all Indians), 283,000. In the past ten years the Asiatics have increased by 28 per cent., the Native and Mixed by 17 per cent., and the Europeans by 16 per cent. Half the Europeans are in the Transvaal and nearly all the Coloured or Mixed in the Cape Province. Natal has five-sixths of the Indians and half of this number are in Durban alone.

This latest census shows at first sight a certain equipoise. But examine closer and you will find a good deal of the reason for General Smuts's call to strengthen white South Africa. As things are, the whites are failing to hold their own, numerically, while forming but one-fifth of the total population. It is true that their towering rivals, the natives, are hardly increasing by much more, but their slow rate of increase is due to heavy infantile mortality and to such causes as indentured labour in the mining compounds (away from wives and marriage), landlessness and paucity of elementary education making for increased efficiency and earning-power in factory, mine and agriculture.

Recognition that such restrictions on the birth-rate do not pay in the whites' case and will diminish with the natives as the standard of living of the latter is raised, lies at the bottom of the drive for fresh European stock on a large scale.

As with the American negro "veteran," the South African native back from the surprising contacts of war is unwilling to return to his former status. He freely wants to turn to account mechanical or other training picked up while in uniform, and his keenness has set in motion a stronger bid for better pay and conditions and more freedom than the Union has yet known. This may be likened to a story of golden sunshine coming through the clouds, and that being so, South African whites would scarcely deem it complimentary on an outsider's part to ignore the clouds.

What is not so well known here is that serious unrest also prevails among the 40,000 Europeans employed in the gold-mining industry, and that their claim for a yet more enhanced position by comparison with that of the 360,000 Africans is more than backed by the Nationalist Party, which still nurses a deal of Nazi "Herrenvolk" philosophy and could obtain a majority in Parliament should it contrive to gain from 50,000 to 100,000 Rand votes by forcing to the utmost the colour-bar issue about which such deep feelings obtain with the majority of local whites.

The Nationalists affect to see in the new immigration policy an imbecility which would let in a flow of "unassimilable" displaced persons, chiefly Jews, and incidentally help Britain's problem of Jewish entry into Palestine.

But Nationalists are not the only ones who favour keeping a tight hold on the gate to the golden reefs. Other whites share the view. They glance back at the unprecedented prosperity of the mining industry since South Africa left the gold standard fourteen years ago. They think of the present profits of £50,000,000 a year, of which £17,000,000 is paid in dividends and £27,500,000 goes to the Government and is considerably responsible for record low taxation—not much more than a shilling in the pound for the average income-tax payer.

Now loom on the horizon a dozen big new mines in the Orange Free State, with more in prospect. Just when Johannesburg's gold was being worked out, a new life-span is vouchsafed the gold capital of the world. The temptation to those already in possession of taking fullest hold of the new "Rand," while maintaining no less on the old, is natural, though others may think it crudely shortsighted.

Another, though much smaller, cloud concerns the limitations of Hindu settlement, enemies of which say it "establishes the Ghetto system for 250,000 in Natal." That Indian Senators and M.P.s (five in number) are for the first time sanctioned, is brushed aside.

In the meantime, General Smuts does not view with undue concern a quickly scotched strike of 50,000 natives on the Rand, and prefers to focus an imprint of to-morrow's South Africa. Does he do so, as if to cut the ground from under those who habitually say that "the balloon will go up" when Smuts passes? Is it his hope to have so much begun, and so very much more planned out, before he passes, that it will be impossible for his successor to take his hand from the plough?

That may well be the way of it, for the old visionary of practical bent ventures far and surely ahead. With respect to the great new prospect of the Orange Free State mines, he visualises a regional authority on the lines of the Tennessee Valley Scheme and wants experts now from America. The irregular development of the Rand, which brought severe administrative problems, must be avoided in the Free State and, to this end, part of the Southern Transvaal and even Northern Cape might be included in the Scheme. At the same time irrigation plans would convert large tracts of the Orange Free State into rich agricultural land, thereby easing one of the main native problems—winning a livelihood on the farm.

But General Smuts places first in importance the problem of increasing the European population. It must be recognised, he says, that the shift in world forces and the development of new weapons have given South Africa a strategic importance greater than ever possessed in modern times. At the same time, she is situated in an exposed geographical position; and in a world anxiously groping for means of security she dare not neglect any opportunity of building up her resources and defences.

This hardly sounds like letting in a flood of unassimilable D.P.s and Jewish wanderers, and in point of fact an advanced form of sieving is to be applied to isolate the wrong ones who are already clamouring for sailing permits in several European countries, while the last thing in handbooks is being launched in divers languages to attract the right ones. For this dual purpose South African committees are being sent to Western Europe,

Britain and Scandinavia, which gives a fairly good idea of the races that are wanted to join in the founding of a new and greater South Africa.

So far, barely a thousand emigrants have left the U.K., and nearly all have been Service or special cases. Shipping is the hold-up, and such disappointments never were known as among a new, ever-ready type of emigrant who has been passed for everything but remains month after month "a pier-hopper," by which is meant a person who can be relied upon to fill a berth fallen vacant, at twenty-four hours' notice.

As if tuning-up for the new Johannesburg, Albert Coates and Malcolm Sargent head the British element in advance of the Royal visit. Famous boxers and athletes will follow, including George Formby on his banjo. Leading theatrical companies too. Britain, America and Australia will converge in priority formation on South Africa during its coming summer and spring. "When gold is good, life is good," runs a Rand saying, and as gold was never better—not, anyway, for sixty years—Johannesburg in particular is preparing for a mid-century version of its lively 'Nineties. Only shortages of housing, cars and nylons are signalled from this land of sunshine and plenty where calories are munched and not mentioned.

# JEWRY IN PALESTINE, POLAND, AND CYPRUS

## Three Aspects of the Dire Post-War Problem

**JEWISH GIRLS ARE SENTENCED TO LIFE IMPRISONMENT: Smiling broadly, they are escorted by two male guards and one female guard after hearing the news of their sentence by a British military court.** They were found guilty of participating in a night attack on the Palestine railway workshops at Haifa, but had to be tried *in absentia* on account of their behaviour in court. When the charges were read out they constantly interrupted by shouting and singing. Altogether, twenty-two men and women were tried

**JEWISH YOUTHS RECEIVE THE DEATH PENALTY: Members of the Stern Gang, who had created an uproar in court and had to be ejected, being taken to prison after the announcement that they had been sentenced to death. They were subsequently reprieved by the Commander-in-Chief**

**SEEKING THE REASONS FOR THE MASS TREK FROM POLAND: Isaac Herzog (left), the Chief Rabbi of Palestine, seen with two of his colleagues during a visit to the Warsaw Synagogue, where he discussed the present plight of Jewry.** The main object of his visit was to investigate to the full the conditions in the new Poland which are causing many thousands of Jews to trek across Europe in the hope of reaching Palestine. Rabbi Herzog's visit followed close on the protest of the Czecho-slovakian Government, which has complained about this mass movement of Jews over the Polish frontier

**RABBI HERZOG SPEAKS TO WARSAW JEWRY: The Chief Rabbi of Palestine delivering his address in the principal synagogue. He subsequently questioned his hearers in order to gain a picture of conditions in Poland**

**SUBSTITUTE FOR THE PROMISED LAND: A party of young Jews seen on arrival at Famagusta Harbour after being denied entrance to Palestine and transhipped at Haifa.** On leaving the *Empire Rival*, which brought them from Haifa, they were loaded into trucks and moved to the Karaolos Camp, where they were put under guard behind barbed wire. At the end of ten days more than 2,000 illegal immigrants had been assembled at Karaolos, the British Govern-ment having decided that all who in future attempted entry into Palestine would have to be dealt with. Already Jews have entered Palestine far in excess of the quota, and this has naturally tended to exacerbate Arab feeling. During the transhipment of immigrants at Haifa every care is taken to prevent them communicating with the shore. Many have reacted with violence on hearing that they must go to Cyprus

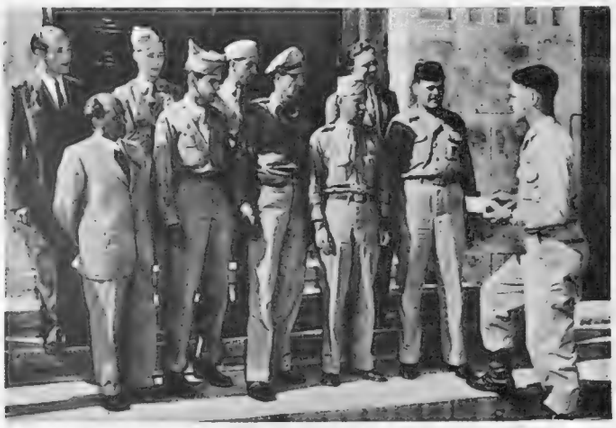
**CONGREGATED BENEATH THE STAR OF DAVID: The first arrivals at Karaolos Camp, Cyprus, seen behind the barbed wire and holding an informal meeting to discuss their situation. Within a week of their arrival three of them escaped, despite the vigilance of the British guards posted in their watchtowers**

# "EASTERN DIPLOMACY" AT WORK IN EUROPE

**Yugoslavia, Trieste, Sweden and Turkey are Focal Points of International Disturbance**

From the Polish marshes to the Kurile Islands, and from Scandinavia to Trieste and the Dardanelles—in fact, upon all the fringes of Russia and Siberia, things are happening that are not wholly accountable, but none the less leave the world with a deep sense of hidden danger. The shooting-down of the American planes in Yugoslavia at once caused an international stir when it became known that Yugoslavia had interned the survivors, and only a firm communication secured a measure of redress. Meanwhile in the Trieste region, Yugoslavs and Anglo-American units face each other across the Morgan Line, while in the region of the Caucasus and the Black Sea there is ominous news of Soviet troop movements

**THE SCENE OF AN INTERNATIONAL INCIDENT :** The borderland between Yugoslavia and Austria, where United States machines fly regularly on the route between Udine and Vienna down the "Klagenfurt Corridor." It was on August 9 at Bled that one of these American planes, slightly off its course, was brought down by Yugoslav fighters—an occurrence that led to America's ultimatum to Tito—*Drawing by E. G. Lambert*



**THE RELEASED AMERICAN FLYERS :** Members of the crew of the first U.S. plane which was brought down by Yugoslav fighters seen on arrival at Gorizia following the United States ultimatum to Marshal Tito—an ultimatum that brought about their release. With the seven Americans are two passengers who were also in the machine when it was brought down. The flyers were interned for a fortnight in the Grand Union Hotel at Ljubljana. Some days later there was a second shooting-down

**WATCH ON THE MORGAN LINE :** American troops, equipped with powerful field-glasses, look down from a mountain-top post in the Anglo-U.S. Zone of Venezia Giulia into the Yugoslav rail-head village of Ratace. It is their task to see that the Morgan Line is not unwittingly crossed by British or American units, thus causing yet another incident in an area where misunderstanding is rife

**. A DAY OF RIOTING IN GORIZIA : An incident and its aftermath in the streets of this borderland city during a recent demonstration staged by Italian patriots who claim that Gorizia should be part of Italy and not internationalised.** ***Left***—A U.S. Army cameraman records the plight of a Yugoslavian as he is man-handled by a member of the Venezia Giulia civil police and an Italian. ***Right***—A split second later a Yugoslavian dashes to the rescue of his friend and, as he does so, he hurls the camera from the hands of the astonished American. The smoke-haze which hangs over the scene is the result of a smoke-bomb thrown by Yugoslavians in an attempt to break up the Italian open-air meeting. For three months past the town of Gorizia has been the scene of almost daily incidents

***On right*—THE INTRUSIVE AND MYSTERIOUS ROCKETS BURST IN STOCKHOLM'S NIGHT SKY : An artist's impression of the strange projectiles which have been seen over Sweden at varying times since the spring.** Up to the time of writing, the exact source of the missiles is not known, but some aver that they have been fired from Peenemunde, the former V-bomb base on the Baltic coast at present occupied by Soviet troops. Since May it is reported that swarms of these spool-shaped, silent missiles with fiery tails have been zooming over Swedish territory at 875 m.p.h., but they have done no damage to property, being without war-heads and disintegrating when still in the air. Some of the rockets are slower than the others, and they have been described as cigar-shaped. Their appearance has caused a storm of protest in the Swedish Press, though care has been taken to make no direct reference to any particular foreign Power

*—Drawing by Roland Davies*

**SOVIET TROOPS COME SOUTH THROUGH THE CAUCASIAN RANGES: Motorised infantry crossing a mountain stream en route to new dispositions on the borders of Turkey and Persia—a troop movement which was widely reported in the European Press and coincided with the Russian note to Turkey on the question of the Dardanelles**—*Drawing by W. G. Whitaker.* ***On right*—A sketch-map of this borderland between the Black Sea and the Caspian Sea, where so many significant incidents have taken place of recent months. The Nationalist aspirations of the Turkish Kurds and the Persian Kurds are an additional cause for concern**

The marching and counter-marching of Soviet units during the first uneasy year of peace has been a significant feature in the troubled story of diplomacy, and it occasioned no surprise when new Russian troop concentrations in the Caucasian area coincided with the news of the Russian note to Turkey on the future of the Dardanelles. The two events might have no connection, but on the other hand they might; and so the world, not for the first time, was left speculating and Ankara was given food for thought. The basis of the Russian note to Turkey was that the Montreux Convention should be revised and that the Black Sea Powers (Russia very much included) should provide a regional regime in the Straits with the Western Powers excluded. To the Turks this meant Russian bases on Turkish territory—a possible thin end of the wedge

**BUILDING UP COMMUNICATIONS IN THE BRITISH ZONE OF GERMANY—MORE BRIDGES TO SPAN THE RHINE AND TUGS TO OPERATE ON THE WESER:** *Above*—**Pedestrians crossing the Freeman Bridge at Dusseldorf, one of the many structures erected by the Royal Engineers. This bridge is made up of Bailey spans. There is room for barge traffic to pass beneath the main spans.** *Below on left*—**Tugs undergoing repairs in the yards at Minden. When completed they will help to tow barge traffic on the River Weser between Minden and Bremen**

# IN THE RHINELAND TO-DAY

And Other News from Overseas Sources

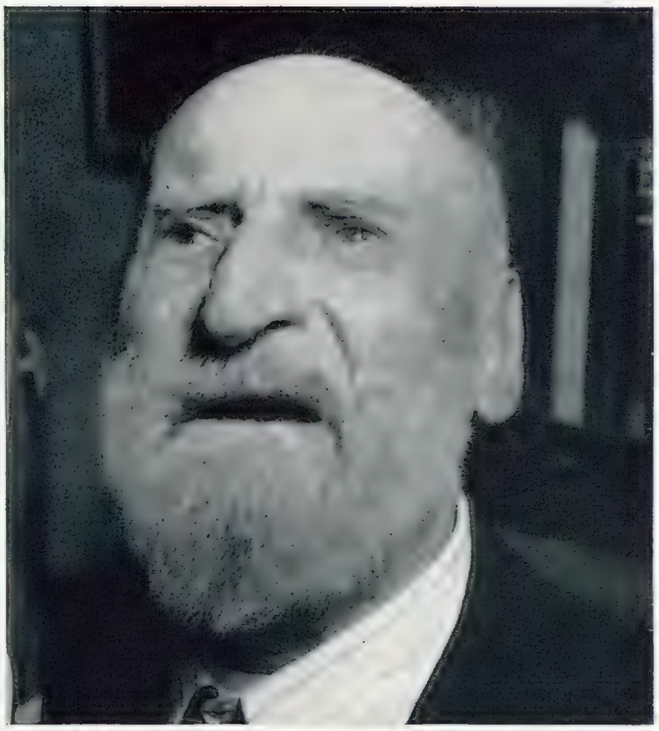
Western Germany has for generations depended upon river transport, and such vital transport links as the Rhine, the Weser and the Main are even more important to-day now that road and rail communications throughout the country are still in disruption. To keep traffic moving on the Rhine, the new bridges which are being constructed by British and American engineers, with the help of German labour, are all high-level. The war has left Germany very short of tugs and barges, and at Minden the building yards of Busching and Rosemeyer are hard at work attempting to repair the deficiency. Those barges which have been requisitioned are marked Allied Forces and painted with the Union Jack

**HANOVER ACHIEVES A NEW STATUS: Lieut.-General Sir Brian Robertson, Deputy British Military Governor, addressing the Landtag when announcing the elevation of Hanover from a province of Prussia to be a separate German State.** At the same time the former separate provinces of North Rhineland and Westphalia have been merged into a single province, with the capital at Dusseldorf, and Lippe is transferred from Westphalia to Hanover. The whole purpose behind the changes has been to achieve economic efficiency and to facilitate the civilianisation

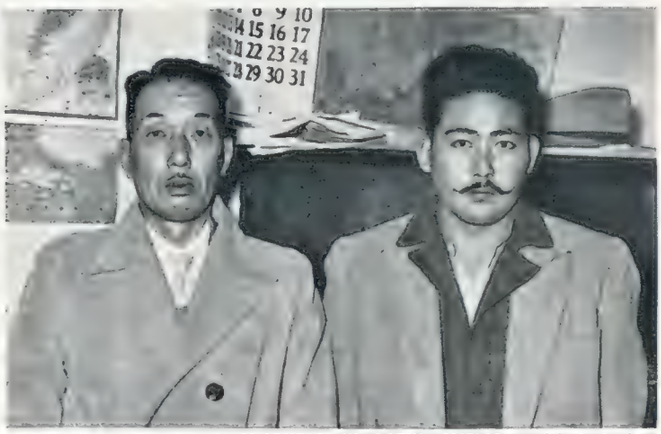
**MR. PU YI TURNS UP AGAIN : Colonel Alexander Ivanov, who acted as escort, and Mr. Joseph Keenan, head of the International War Crimes Tribunal Prosecution Section, seen with Mr. Henry Pu Yi (right), one-time Emperor of China and later ruler of Japan's puppet State, Manchukuo.** This picture was taken on Pu Yi's arrival in Tokyo to give evidence before the International War Crimes Tribunal. Pu Yi declared that the Japanese murdered his second wife, and that they tried to force him to marry a high-born Japanese girl. He stated that he only collaborated with the Japanese because they threatened him with violence. Sir William Webb, Chief Judge of the Tribunal, told the ex-Emperor that fear of death did not excuse treason. Pu Yi succeeded to the Imperial throne of China at the tender age of two

**THE MARCH OF THE "TRAITORS" : This strange picture comes from Sofia, and it was taken during a recent patriotic parade.** The traitors, some of whom are smiling broadly, were provided just for the occasion, and the whole affair had the aspect of being staged in order to whip up public enthusiasm for Bulgaria's new pro-Soviet allegiance. During the war, it will be remembered, Bulgaria fought tooth and nail as an Axis satellite. To-day her destinies are largely guided by Dmitrov (of Reichstag Fire Trial fame), the former head of the Russian Comintern. Theatricalism is, as a result, very much the keynote of Bulgarian political life to-dav

**MALTA'S NEW FLOATING-DOCK : The great repair base seen on its arrival in Msida Creek, Malta, after being towed from Taranto, Italy. The dock was originally prefabricated in Great Britain and sent to Taranto for assembly.** After that it was destined for use in the Eastern war, but following VJ-Day it was decided that it should go to Malta. It will now serve the needs of Britain's Mediterranean Fleet. In the foreground is a typical Maltese rowing-boat



**BORN IN THE YEAR OF WATERLOO! The astonishing story of the man who is declared to be the son of President Monroe, fifth President of the United States :** This is Major Edward James Monroe, who (according to the information accompanying this picture) recently walked into a New York newspaper office and gave an interview in which he declared that he is 131 years old, having been born on July 4, 1815 ; that he is a son of President Monroe ; that he served as a major in the Confederate Army during the American Civil War, when he was over forty-five years of age ; that he served in the Boer War ; and that at the outbreak of the First World War he attempted to enlist at the age of 102. His story creates a fascinating and quite remarkable link with the early days of America, and, from what he says, it would appear that he was a boy of eight when President Monroe, his father, enunciated his famous Doctrine. At that time Napoleon had been dead only three years



**JAPANESE UNDERGROUND WORKERS IN LATIN AMERICA : Admiral Abe Kenso, and his chief assistant, Takese Tosigay, seen after their arrest at Huaral, Peru, where they are to be accused of pro-Japanese propaganda and activities.** They have told Japanese settlers in Peru and Brazil that Japan has not lost the war and that the Emperor is only biding his time for revenge. In their quarters the police found considerable quantities of film together with projectors for use in the spread of propaganda

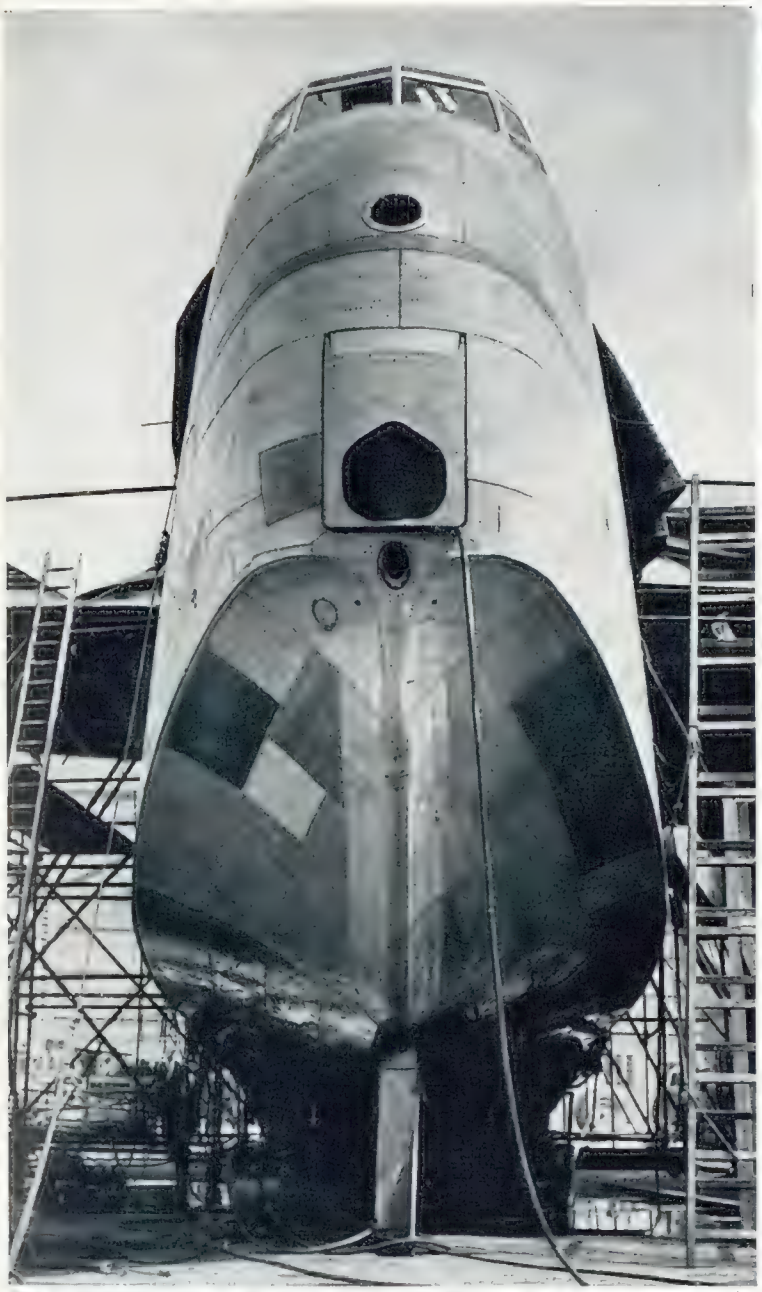
**WITH THE ALLIED ARMIES OF OCCUPATION IN JAPAN : Mr. A. D. F. Gascoigne, head of the British Liaison Mission, and Lieut.-General Peckhoff, head of the French Liaison Mission, watching a parade in Tokyo staged by the British Indian Division.** The occasion was one of special importance as the British, Indian and Commonwealth troops have not before paraded in force in the Japanese capital, having only arrived in the country a short while ago to help U.S. forces in the task of government

# BRITAIN and AMERICA BUILD BIG

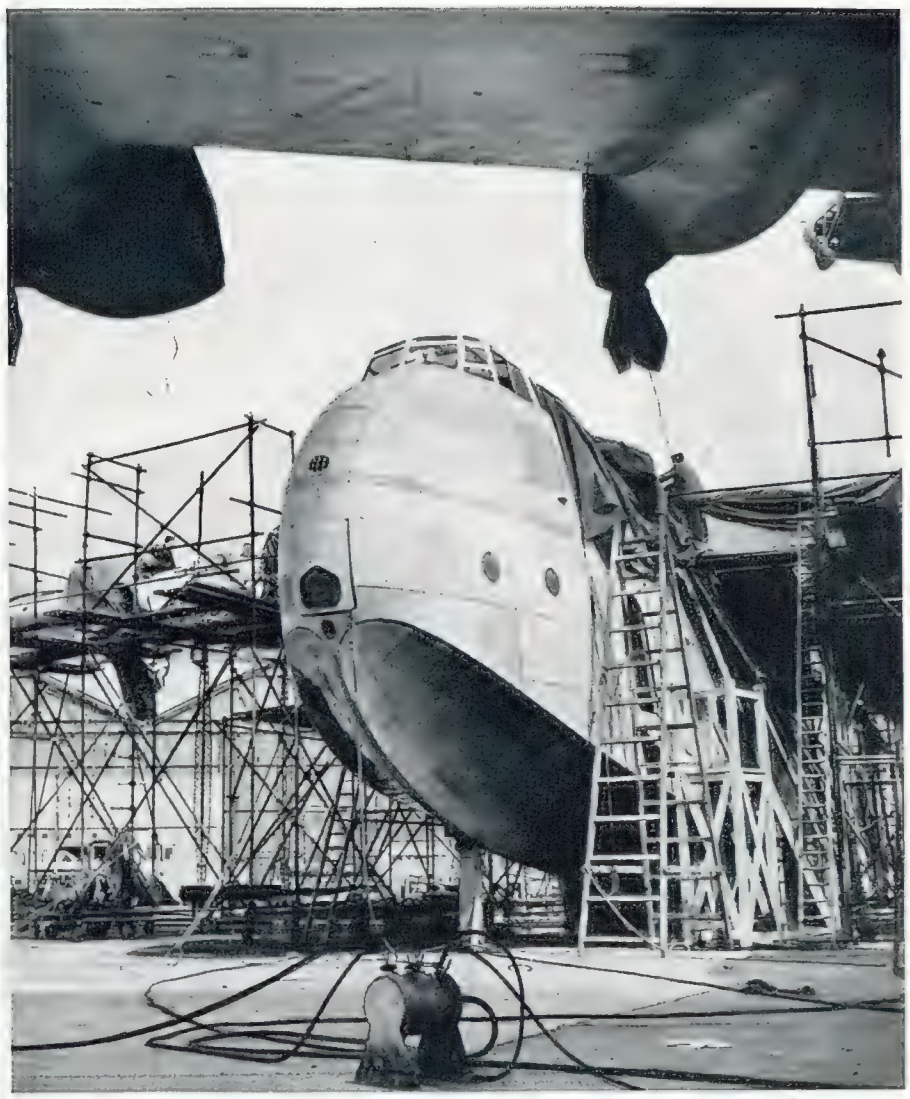
## The Short "Shetland" Takes Shape by the Medway: The "Constitution" Emerges After Three Years of Secrecy

**HERE COMES THE "CONSTITUTION" — LOCKHEED'S 92-TON TRANSPORT ON THE AIRFIELD AT BURBANK, CALIFORNIA, BEFORE RUNNING ITS FIRST TRIALS PRECEDING DELIVERY TO THE NAVY:** The "Constitution," which is the largest aircraft ever built for the United States Navy, has been shrouded in secrecy for three years. It is designed to meet the Navy's need for a large, land-based transport with a speed of 300 m.p.h. and a range of 5,000 miles. The civilian version, which will carry 180 passengers, will doubtless supersede the much-discussed Lockheed "Constellation" on many of the American air routes. The "Constitution" has four Pratt and Whitney Wasp Major engines with a combined output of 12,000 h.p. The design provides for the "in-flight" maintenance of all four engines and most fittings, man-size tunnels within the wings permitting the engineers to carry out adjustments. Both the upper and lower decks are pressurised, and they are connected fore and aft by spiral stairways. The "Constitution" has a wing-span of 189 ft. and an overall length of 156 ft. Without passengers she can carry a load of 35 tons

**AMERICA PLANS THE LINER OF THE FUTURE — A JET-PROPELLED LUXURY VESSEL OF ALUMINIUM AND PLASTICS, ITS ESSENTIAL FEATURES BASED ON AERO-DYNAMIC DEVELOPMENTS:** This is a United States marine engineer's conception of ocean travel in the next decade, and the design has been given publicity by the National Federation of American Shipping. The vessel would be driven by jet turbines and would achieve a speed of 60 or 70 knots as it skimmed across the surface of the ocean. A large fin towards the stern would act as a stabiliser, and hull construction would be largely of aluminium. How the vessel would stand up to heavy weather in the Atlantic is a matter for conjecture, and her extreme lightness of construction, involving the lightest of alloys and the use of plastics, might have its disadvantages at the height of a storm. The American engineer who envisages these developments states that the all-important lessons learnt in the air during recent years should be applied to transport on the water, and this theory is the main basis of his desig

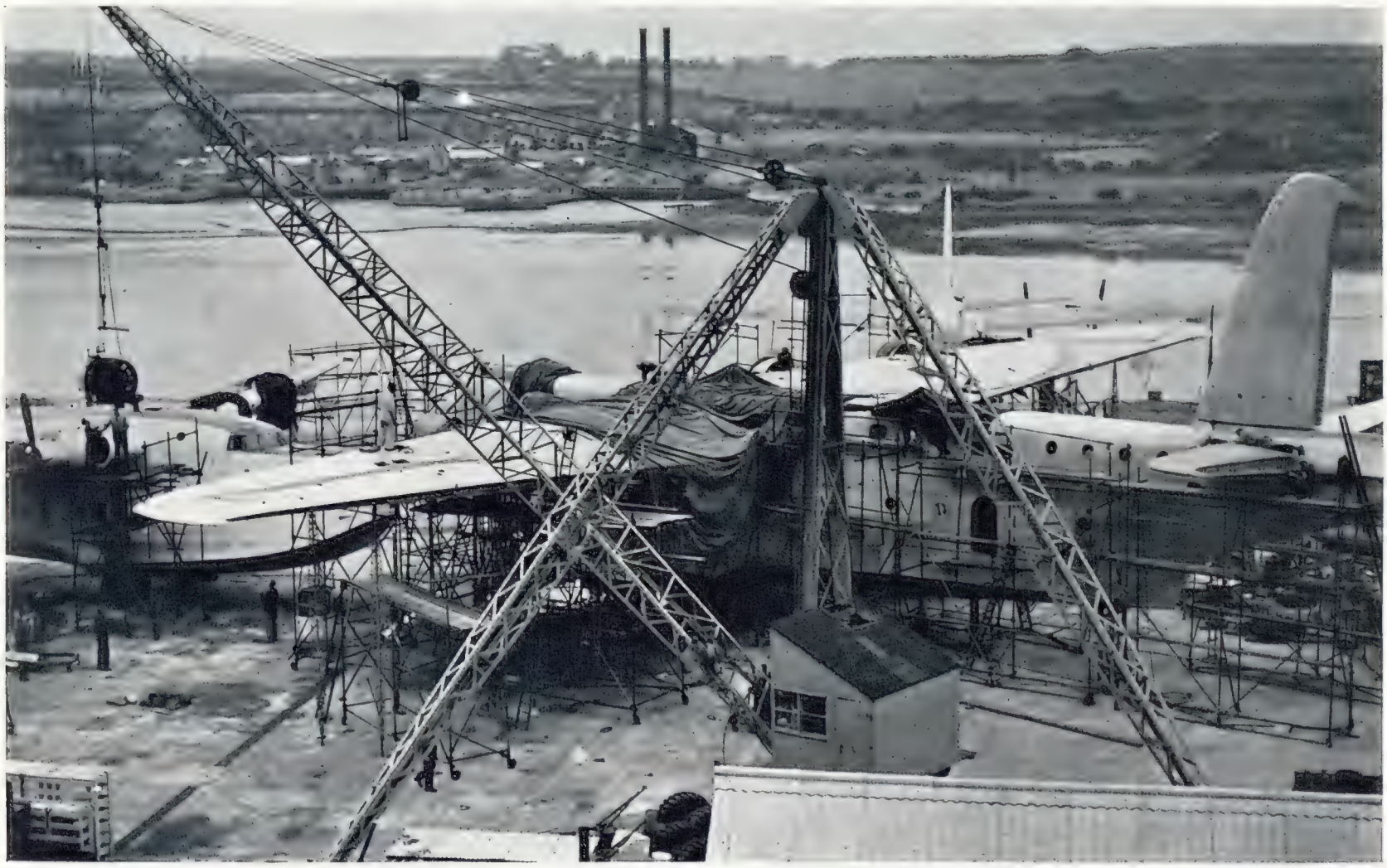


THE TOWERING HULL OF A GIANT FLYING-BOAT: A head-on view of the new Short "Shetland" under construction in the open air at Short's yard on the Medway. The "Shetland" will have a range of 4,200 miles



THE PROGRESS OF THE SHORT "SHETLAND": The second prototype of Britain's largest flying-boat seen under construction at Short's works on the Medway at Rochester, where it is now nearing completion. The original prototype, it will be remembered, caught fire and sank during tests at Felixstowe some months ago. This huge flying-boat, twice as large as any hitherto built in Britain, stands on the concrete a few feet from the Medway and surrounded by a network of scaffolding

*Below*—THE "SHETLAND" ON THE STOCKS BESIDE THE MEDWAY: A general view of the construction in progress at Short's, showing the crane which hoists the equipment into position. Flying-boats are now becoming so large that the Medway is no longer really suitable for their construction and testing, and this is one of the main reasons why Short's have lately moved the bulk of their business to Belfast



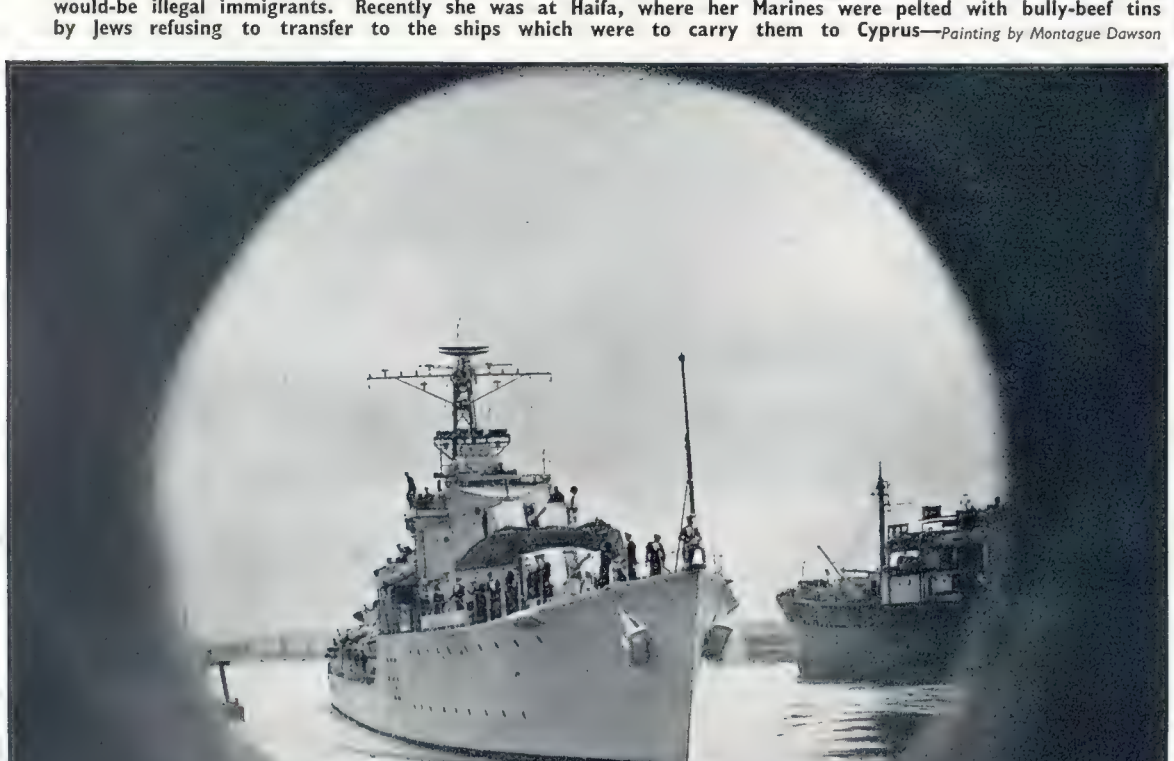
THE CRUISER "AJAX" JOINS THE PALESTINE PATROL: The famous warship, which fought so brilliantly in the Battle of the Plate, seen in Palestinian waters, where she has been engaged in the task of intercepting would-be illegal immigrants. Recently she was at Haifa, where her Marines were pelted with bully-beef tins by Jews refusing to transfer to the ships which were to carry them to Cyprus—*Painting by Montague Dawson*

*Ships and the Sea*

# "AJAX" IN PALESTINE WATERS

## The "Iron Duke" to be Broken Up: "Zambesi" at Manchester

Royal Marines in the cruiser *Ajax* had a surprise recently in Haifa Harbour when they were subjected to a fusillade of bully-beef tins (unused) when attempting to board an immigrant ship and transfer the Jewish passengers to transports bound for Cyprus. Subsequently a sergeant declared: "The first ship was boarded fairly easily, after a struggle, but the second resisted strongly. We fired into the air to give the immigrants a bit of a fright," he said, "but they lined the sides and rained down tins of bully, and we had to pull off. Another boat was sent out to speak with the immigrants, but they refused to allow anyone on board. The ship's bulwarks were high, and girls and men, armed with anything they could find, 'crowned' our men as soon as they showed their heads. The girls were worse than the men." Finally a lighter, or landing-craft, was brought out and a boarding was made. Several people on both sides were injured in the course of the fight.

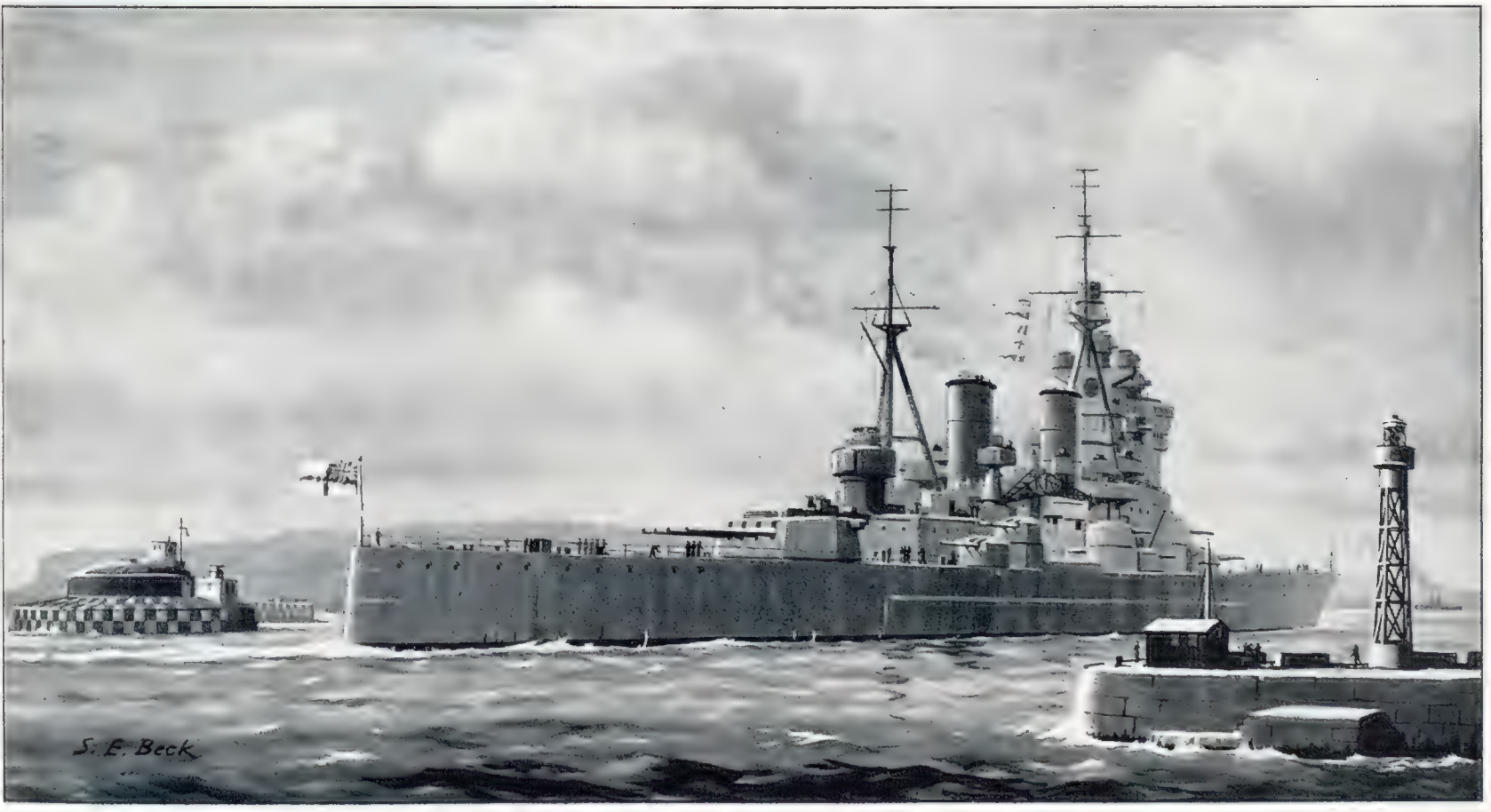


*On left*—A DESTROYER IN THE MANCHESTER SHIP CANAL: H.M.S. "Zambesi," the nameship of her class, arriving in Manchester Docks on a recent visit. The "Zambesi," which was launched at the end of 1943, is a fine example of a warship of all-welded construction. She has a displacement of 1,710 tons and carries four 4.5-in. guns

**THE LAST OF THE "IRON DUKE"—ADMIRAL JELLICOE'S OLD FLAGSHIP IS TOWED TO THE SHIP-BREAKER'S: The former battleship of the Grand Fleet passing through the Narrows at the entrance to Gare Loch, Firth of Clyde, on her way to Faslane, where she is to be broken up by Metal Industries Ltd.** The *Iron Duke* began her active career in 1914, and at the Battle of Jutland in 1916 she wore the flag of the Commander-in-Chief. In 1919, at the close of the First World War, she became the flagship of the Mediterranean Fleet, but it was not long before she saw action again, being engaged against the Russians in the Crimea in April of that year. In 1921 the *Iron Duke* was still in Mediterranean waters, and it was there that the late Duke of Kent joined her as a midshipman. In the Second World War the old battleship continued to play her part, and after being bombed by the Luftwaffe in 1939 she was beached and then refloated again as a depot-ship, being used by the Admiral commanding in the Orkneys

## H.M.S. "ANSON" COMES HOME

*Below*—The 35,000-ton battleship entering Portland Harbour to take up her new duties as a training-ship. The "Anson," which belongs to the King George V class, has had but a brief career at sea. She was launched in February 1940 from the Fairfield Yards on Clydebank and entered the service of the Royal Navy in 1942, when our naval fortunes were at a low ebb and Britain was in need of every warship she could muster. At the end of July the "Anson" returned from the Far East to Portsmouth Dockyard, wearing the flag of Vice-Admiral Edelsten. In Command on this last voyage on active service was Captain F. S. Bell, who was captain of H.M.S. "Exeter" in the historic action with the "Graf Spee" in 1939. The "Anson" now becomes a training-ship at Portland, but no details have as yet been published regarding the exact nature of her future duties. She is remarkable for her great weight of armour, having a water-line thickness of sixteen inches—*Drawing by S. E. Beck*



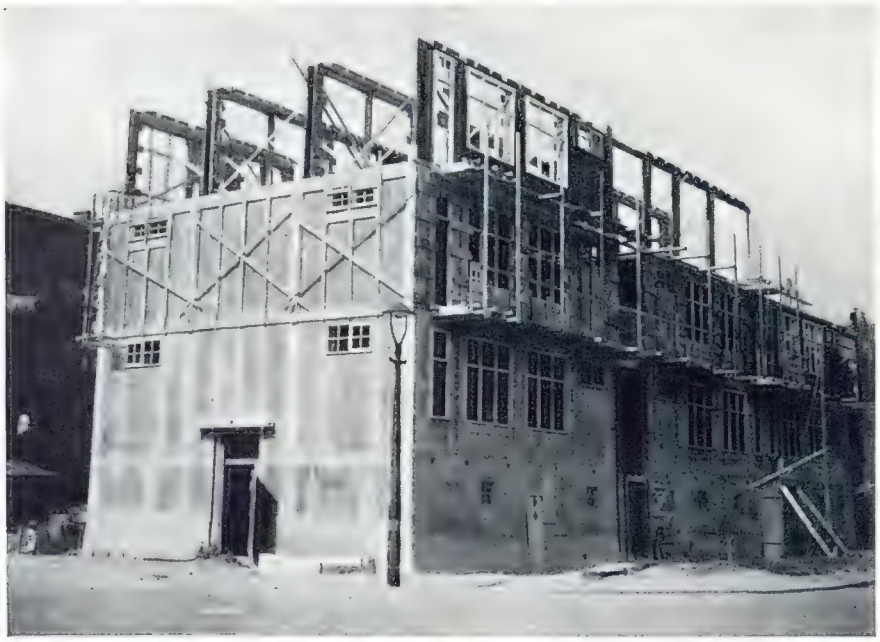
**PARTS OF WATERLOO BRIDGE USED IN THE REBUILDING OF THE GREAT MOERDIJK BRIDGE—A VITAL FACTOR IN THE** the upper reaches of the Hollandsch Diep, about ten miles south of Dordrecht. There are over a dozen spans, and the German bridgehead at Remagen, and now they have a new usefulness in the restoration of Dutch communications. The

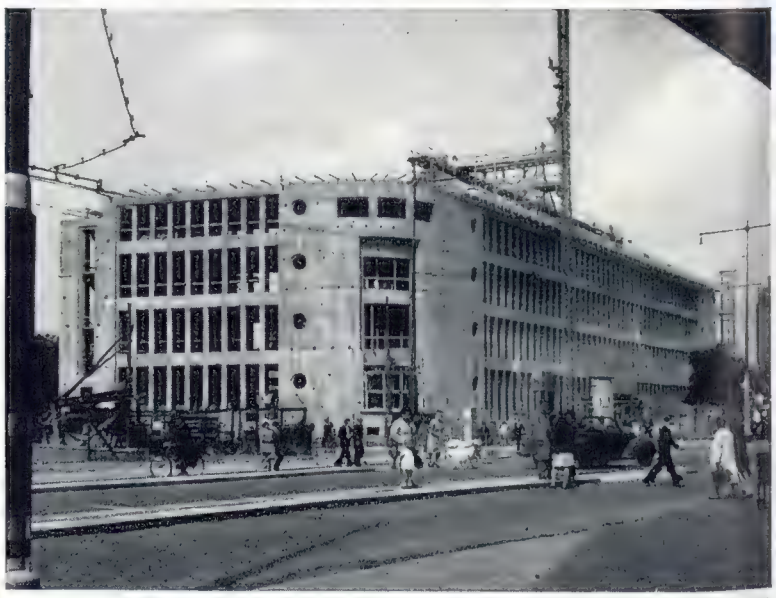
# ROTTERDAM ARISES

## And Holland Restores One of the Greatest of Her Bridges

When Germany invaded the Low Countries in the spring of 1940, and when, towards the close of the war, she fled from those same places, she wrought havoc among communications. The Dutch, with characteristic energy and foresight, have now restored nearly all the major bridges that were wrecked, and, this done, the task of national rehabilitation can go ahead. The reconstruction at Moerdijk, the most difficult confronting the Dutch engineers, could never have been completed so quickly if the spans from the temporary Waterloo Bridge in London had not been made available to the Dutch. Now they fill a vital gap, and as the train speeds across the Hollandsch Diep from Rotterdam to Antwerp, it follows in the steps of countless homeward-bound London workers who used it before the war.

**A LONDON LINK IN HOLLAND'S CHAIN OF COMMUNICATIONS:** The rectangular spans in reconstructed Moerdijk Bridge are from the temporary Waterloo Bridge





**THE WORK OF RECONSTRUCTION BEGINS IN ROTTERDAM:** Examples of domestic and commercial architecture in the new city which is emerging from the ruins of the old. *Left*—New houses going up for some of the 24,000 people who were rendered homeless by German bombing. The houses are built of a light product of pressed ash and cement. They are intended to be temporary, but will meet effectively the more urgent needs of the people. *Right*—The impressive head offices of the Rotterdam Banking Association rise above the stricken city. The foundations were actually laid during the German occupation

**RESTORATION OF COMMUNICATIONS BETWEEN HOLLAND AND BELGIUM: A view of the reconstructed mile-long bridge which links Rotterdam and Antwerp and crosses Moerdijk Bridge is the second largest on the Continent, and was one of nineteen major railway bridges in Holland destroyed during the course of the war years** rectangular ones were once part of the temporary Waterloo Bridge in London. They were conveyed to Europe after D-Day, some of the spans doing duty on the

**THE CITY THAT THE GERMANS LAID WASTE:** In the days before the war this part of Rotterdam, known as the "Schiedamschedijk," boasted 300 cafés, which lined each side of the thoroughfare, and there sailors from all parts of the world were wont to congregate. To-day there is no Schiedamschedijk, but a vast open space on which the architects of Rotterdam are already planning to build anew

After Guernica and Warsaw, before Coventry, Plymouth and London, there came Rotterdam, and the destruction wrought in the Dutch city is typical of all that Europe has been compelled to suffer since 1939. Over 11,000 buildings in Rotterdam were completely destroyed, 13 banks, 24 churches, 527 cafés and 2,320 shops were all razed in the matter of a few hours, while 24,000 citizens of this great port were rendered homeless by the German attack. To-day Holland is going to work with a will and the destruction that was so speedily achieved is slowly but surely being made good. Road and railway bridges have been repaired, thus freeing transport for its vital function. As a result, a fairly regular flow of building material is coming into Rotterdam, and new houses, new offices and new shops are going up with characteristic Dutch energy and efficiency. Creating the new Rotterdam will take many years yet, but at least a good start has been made, and architects, mindful of their responsibility, are making sure that no haphazard building is allowed to interfere with the harmonious development of their scheme.

**THE RESTORATION OF ROTTERDAM'S WATERWAYS: Preparing to bring post-war prosperity to Holland's great port. *Left*—Men clearing a way for a retaining wall in the dock area. On the opposite bank a building is under reconstruction. *Right*—A fine new bridge spanning one of the city's canals. In the distance is the St. Lawrence Church, which was reduced to a shell by the German bombing and on which no reconstruction work has as yet been done. Throughout Rotterdam building activity is intense, and there is every sign that the people are putting their enthusiasm into the deeply urgent task of reconstruction**

# THE GRASMERE SPORTS and the HIGHLAND GAMES

North Country and Scottish Athletic and Other Home News Events

**THE SEASON OF THE HIGHLAND GAMES—THE OPENING OF THE 65TH STRATHARDLE GATHERING AT DOUNIE HAUGH : Major M. G. Nairn, of Pitcarmick, the Chieftain, leading some of the clansmen to the games followed by the celebrated Pitlochry Pipe Band.** The standard was borne by the oldest member of the Clan, Mr. John Petrie, of Ballinloan, who is in his 85th year. Throughout August the Highland Games have been in full swing with all the pre-war enthusiasm, although the preoccupations of the war years have naturally led to some diminution in skill

**ROYALTY LOOKS ON AT THE BALLATER GAMES : Colonel Eric Mackenzie, of Ballater, watching the games with H.R.H. the Duchess of Kent, Prince Michael and Princess Alexandra**

**"TILTING THE BUCKET" BROUGHT A BIG LAUGH : Princess Alexandra, the Duchess of Kent, and Prince Michael enjoying one of the more lighthearted incidents at Ballater Games. On the left is Lady Mary Herbert, Lady-in-Waiting to the Queen. The Ballater arena lies at the foot of the Craigandarroch**

**NORTH COUNTRY SPORTS DRAW A BUMPER CROWD : Competitors in the Senior Guides Race at Grasmere start their run to the summit of 900-ft. Butter Crag. The men are seen just after leaving the crowded arena as they breasted the precipitous slope.** The race, which nearly always provides spectacular running, was won by Peter Temple, a twenty-seven-year-old farm labourer from Ennerdale. At the summit of Butter Crag Temple was second, but he overhauled the leader in a breakneck dash down the mountainside, almost collapsing as he entered the arena. The sports included all the old-time contests which have made them famous, including wrestling

**THE WRESTLERS TAKE THE STAGE IN THE GRASMERE ARENA : The famous sports meeting in progress, watched by a crowd of pre-war dimensions. A proportion of the spectators watched from their cars which were parked on the embankment at one end of the ground to form a natural grandstand**

**"A MAN IS NEVER TOO OLD FOR A SONG AND A TUNE": This is the view of eighty-year-old Sam Bennet, of Ilmington, who is seen with his fiddle in the grounds of the Memorial Theatre, Stratford-on-Avon, a picturesque figure during the recent Festival of Folk Dancing.** The Festival was organised by the Folk Dance Society, and many gay and amusing costumes made their appearance. Sam wore a spotted waistcoat, a rosette adorned his right shoulder

**WITH FLOWERS IN THEIR HATS AND PATCHES ON THEIR CLOTHES: Participants in action on the lawns of Stratford Memorial Theatre during the Festival of Folk Dancing. Many of the intricate steps they executed belong to a much earlier day, and fascinated visitors to the Festival**

**REPAIRING THE SPIRE OF GRANTHAM PARISH CHURCH: The steeple of St. Wulfram's framed in scaffolding during the progress of the work.** This familiar landmark was built in 1300. It is just over 280 ft. high, and the top 40 ft. of the steeple are being removed and will be rebuilt. An appeal for £7,000 to defray the cost of repairs is now being launched

**ROMAN CATHOLICS MAKE A LANCASHIRE PILGRIMAGE: In the presence of the Roman Catholic Mayors of Wigan, Salford, Widnes, Birkenhead and Chorley and a great concourse of pilgrims, the Franciscan Friar, the Rev. Agnellus Andrew, delivers an address during the pilgrimage to the tomb of the Venerable Father Dominic at Sutton Monastery, St. Helens.** The object of the gathering was to further the beatification cause of this celebrated priest who came from Italy, founded the Passionist Order in England and subsequently received Cardinal Newman into the Roman Catholic Church. During the ceremonies the five Mayors acted as canopy-bearers in the procession of the Blessed Sacrament. Father Dominic is buried in the crypt of St. Anne's Church, and during the day thousands filed past his tomb

**THE PONY CLUB GOES INTO CAMP IN THE NEW FOREST: Members of the New Forest Hunts branch of the club at Sommerley Park, Ringwood, where they have been enjoying an open-air holiday in the saddle.** ***Left***—Members coming in to clean their harness after a hard day's riding. They have just finished grooming their mounts, but before they attend to their own wants, the "tack" must be got ready for next day. ***Right***—Lady Normanton presenting cups and prizes to riders after their gymkhana. The Pony Club was formed in 1929 as a branch of the Institute of the Horse, and just before the start of the war it numbered no fewer than 120 branches. Its main object is to encourage young people to ride

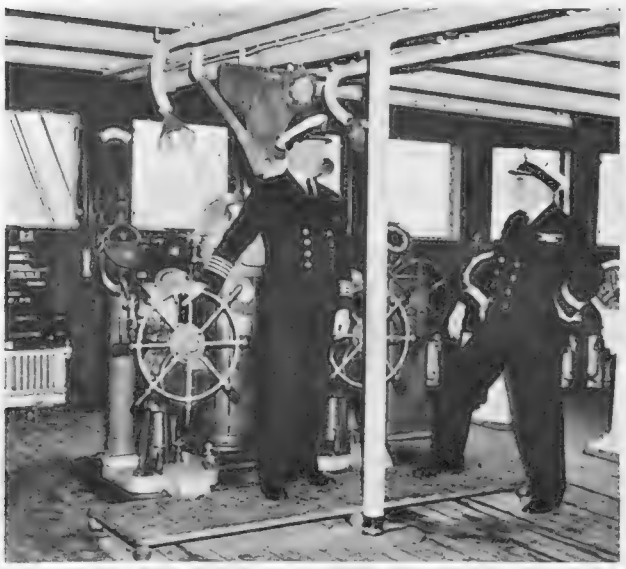
*Ships and the Sea*

# THE "QUEEN ELIZABETH" IS NEARLY READY

When the *Queen Elizabeth* went down the Clyde in May 1940 it was not to the accompaniment of hooting tugs and to the usual welcome for a new Atlantic liner, but in the deepest secrecy. Instead of starting her career as a luxurious liner she became a military transport vital in Britain's wartime service. Now, after over five years as a trooper, she starts her originally-intended career, and on October 16 she will leave for New York with over 2,300 first-, cabin- and tourist-class passengers on board. From her main lounge (her drawing-room) to the Verandah Grill (her night-club), the *Queen Elizabeth* is being completely furnished and decorated in the most luxurious style, pale blue being the predominating colour throughout. For the first voyage the liner is being stocked with food from America in order to avoid drawing on Britain's larder

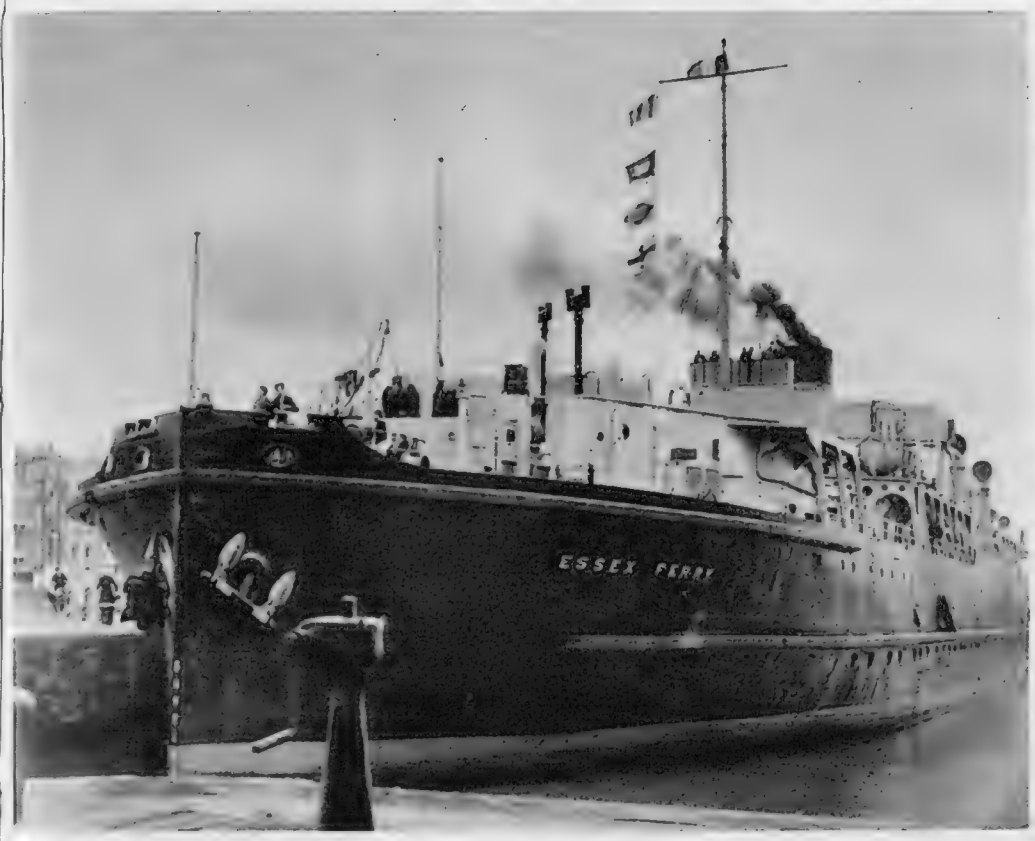
THE "QUEEN ELIZABETH" PREPARES FOR OCTOBER 16: The bridge and foredeck of the 83,000-ton Cunard-White Star liner which is now being got ready in the graving-dock at Southampton for her first regular passenger sailing to New York. Fifteen thousand people are waiting for passages in the "Queen Elizabeth," and on the first crossing she will take 2,315 of them

RESPLENDENT WITH 30 TONS OF NEW PAINT: "Queen Elizabeth"; looking astern along her sundeck. Repainting the liner has been the most formidable task in her conversion



MEN AT THE HELM: Staff Captain John M. Wood and Commodore Sir James Bissett, C.B.E., seen on the bridge of the "Queen Elizabeth," which they will take across the Atlantic on her first regular sailing on October 16

THE CARPENTERS AT WORK ON THE PROMENADE DECK: Putting the finishing touches to one of the many jobs involved in converting the "Queen Elizabeth" from a military transport to an ocean liner. 21,000 separate items of furniture are being installed in the cabins and public rooms




**THE PORT OF ZEEBRUGGE IS OPEN TO TRANS-CHANNEL TRAFFIC : The Essex Ferry, the first train ferry to resume the England to Belgium service, entering Zeebrugge, which has now been partially cleared of mines and wrecks.** With the resumption of this service, freight trains from all parts of Europe can now travel direct to England, a particularly important factor in the transport of perishable goods, and, in addition, a great time- and labour-saver. Clearing Zeebrugge for this service has been a vast task owing to the number of sunken vessels placed in the tideway by the retreating German troops

**FRESH FRUIT FOR COVENT GARDEN : Railway freight wagons being shunted aboard the Essex Ferry at Zeebrugge when the vessel took on a trainload of produce brought direct from Southern Italy.** Altogether thirty-eight refrigerated vans were put aboard the Essex Ferry, which docks at a point adjacent to the marshalling-yards of Zeebrugge. The vans are put aboard by means of an inclined ramp. Zeebrugge is still littered with wreckage, and it will be many months before the pre-war facilities of the port are restored. In the First World War, it will be remembered, the port suffered similarly as a result of the daring British raid

**THE "LORD ELGIN" KEEPS ON GOING : One of the world's oldest cargo paddle steamers, this iron-built ship of 198 tons has done over 300,000 miles in the service of the Southampton and Isle of Wight Steam Packet Company.** She was built in 1876 by Richardson, Duck and Co., of Stockton, and was originally owned by the Bournemouth Steam Packet Company and used as a passenger vessel. She was acquired by her present owners 37 years ago, but, unlike the Elgin Marbles, shows no sign of becoming a museum-piece

**THE PLIGHT OF THE "NIGERSTROON" : The crippled Dutch motor-ship lying in shallow water near Portsmouth after a mid-Channel collision.** The *Nigerstroon* was hit by the French freighter *Ernest L. Dawson*, a great rent being made in her side near the bows. The *Nigerstroon* at once sent an SOS which was answered by the destroyer *Paladin*, and her forty passengers, not to mention three stowaways from the *Ernest L. Dawson*, were all taken to safety. An Admiralty tug took the *Nigerstroon* in tow

## ATLANTIC SPEED-BOAT

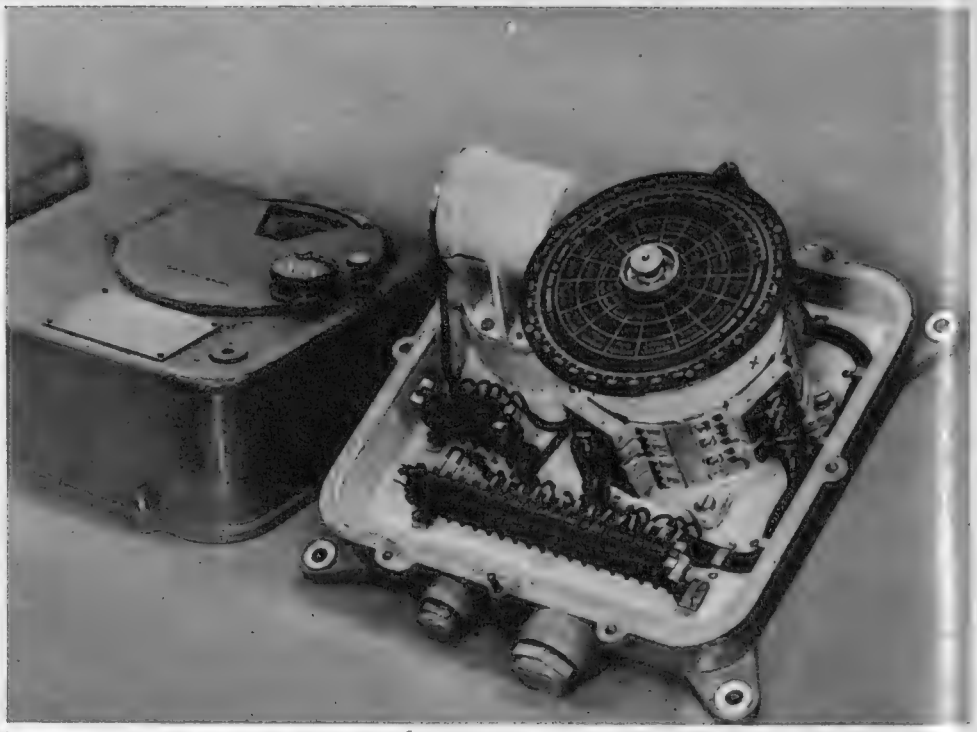
*On right*—**A MONSTER SPEED-BOAT THAT MAY CROSS THE ATLANTIC IN THREE DAYS : Men at work on the 105-ft. vessel, the largest of its kind ever built on the Thames, at Ferry Wharf, Isleworth. The boat is fitted with four 1,700-h.p. Bristol aircraft engines and will have a cruising speed of at least 38 knots. She was originally ordered two years ago, together with five others, and they were designed essentially for air-sea rescue work in the Atlantic. Of the six, this is the only one being completed, work on the others having been suspended after VE-Day. In a boat of this length great care has to be exercised in the installation of the powerful engines as the continuous vibration is liable to damage the hull unless they are properly housed. The boat is fitted for a wide cruising range, as it was originally intended that she should operate with the war-time convoys far out in the Western Ocean**

# MINES AND THEIR ANTIDOTES

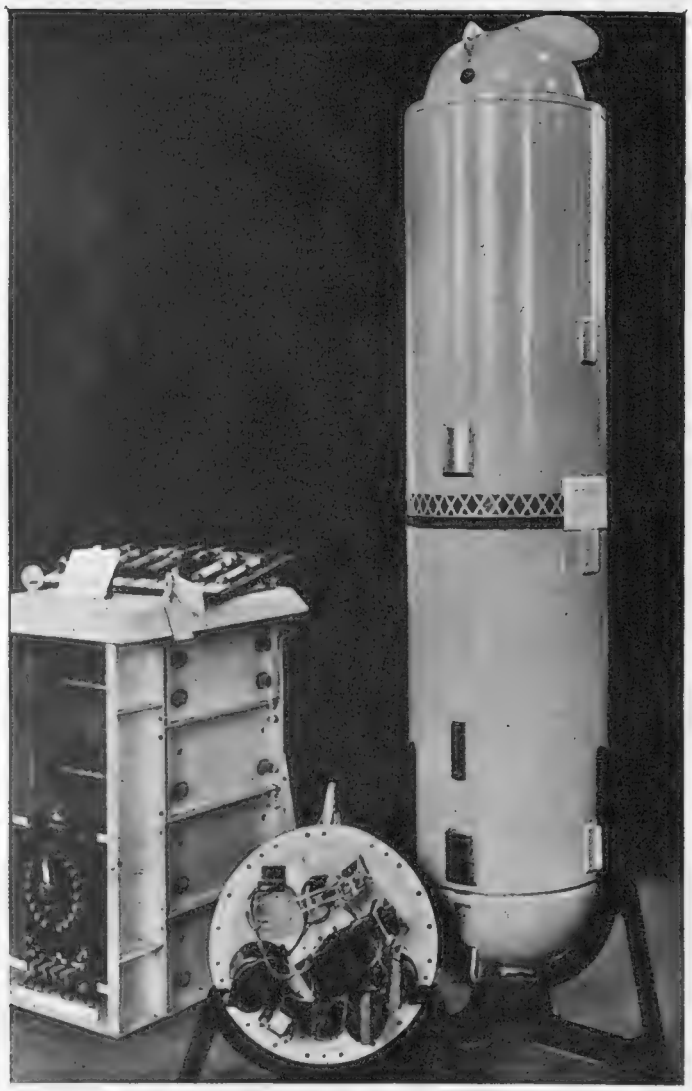
## An Important Exhibition of Naval Mining and Degaussing at the Science Museum

While British troops remained inactive upon the Continent in the first days of the war, the Navy and the Merchant Marine were menaced at once by the peril of the magnetic mine, the first of Hitler's secret weapons. How that peril was overcome and antidotes were developed is demonstrated at the Exhibition of Naval Mining and Degaussing now taking place at the Science Museum, South Kensington, sponsored by the Ministry of Education. In the accompanying pictures some of the more remarkable types of British and German equipment are illustrated and described. Degaussing, it may be explained, is the name given to measures for the protection of shipping from magnetic mines

**A VITAL FACTOR IN BRITAIN'S SALVATION : A working model of the Antenna Mine and Sinker (a unit which was used in the anti-U-boat barrages laid around the coasts of Britain) now on view at the Naval Mining and Degaussing Exhibition at the Science Museum, South Kensington.** By pressing a button beside the model, visitors can see the submarine detonate the mine. The mine is moored by a bronze rope which is connected to one terminal of the primary of a transformer, the other being connected to the copper electrode seen on the side of the mine shell. The secondary of the transformer feeds a relay in the firing circuit. A steel body, such as a submarine, touching either the mooring-rope or the electrode will form a battery sufficiently powerful to actuate the relay *via* the transformer. Switch horns are provided to fire the mine if it is struck by the target. The sinker is provided with an automatic mechanism to ensure that the mine is at the correct depth below the surface. The maximum depth of the mine is exactly 300 ft. and the weight of the charge between 320 and 500 lbs. A more detailed view of the Antenna mine, which was remarkably successful in protecting our shipping lanes, is given in the bottom right-hand picture on this page

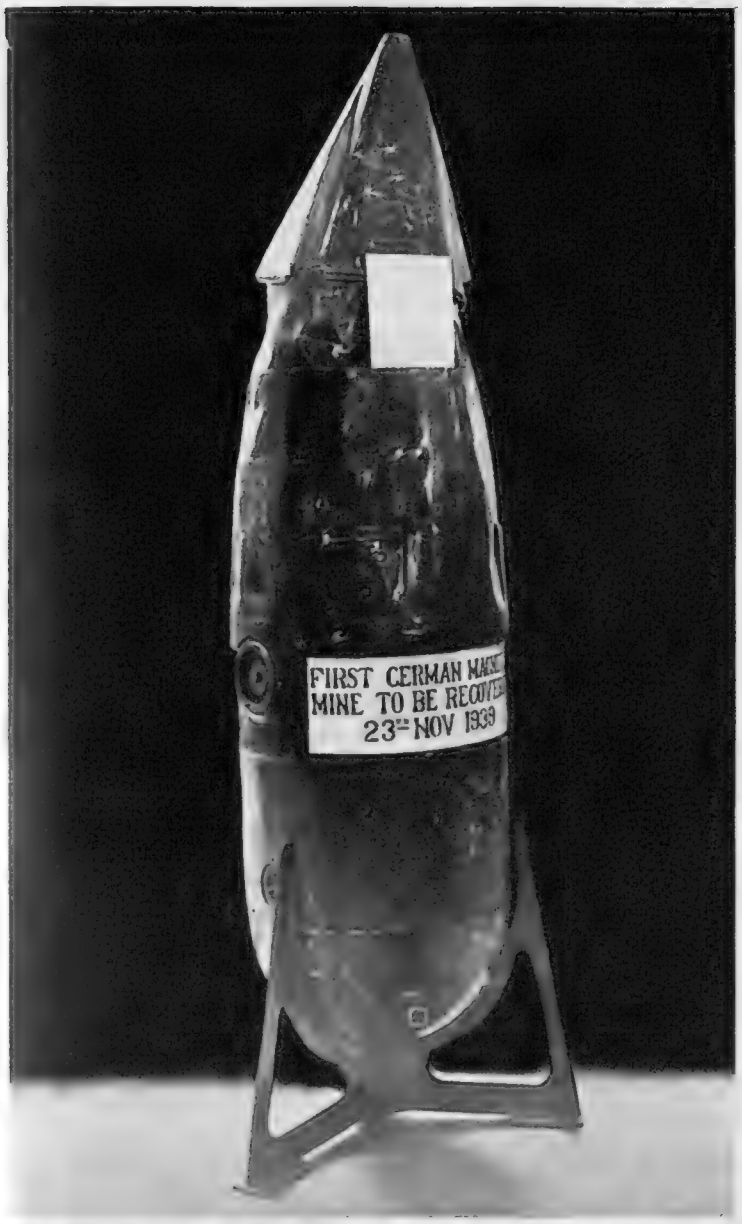


**THE ART OF DEGAUSSING : This instrument was used in British ships during the war when they were fitted with degaussing coils in order to counteract the effect of enemy magnetic mines.** Whenever the ship had to alter course the protective coils required an adjustment of current, and on this dial the necessary adjustments could be made in relation to the new direction of the ship. Degaussing proved the ideal antidote to the magnetic mine, but it involved the reduction to a minimum of the natural magnetic fields of some 20,000 vessels of all tonnages

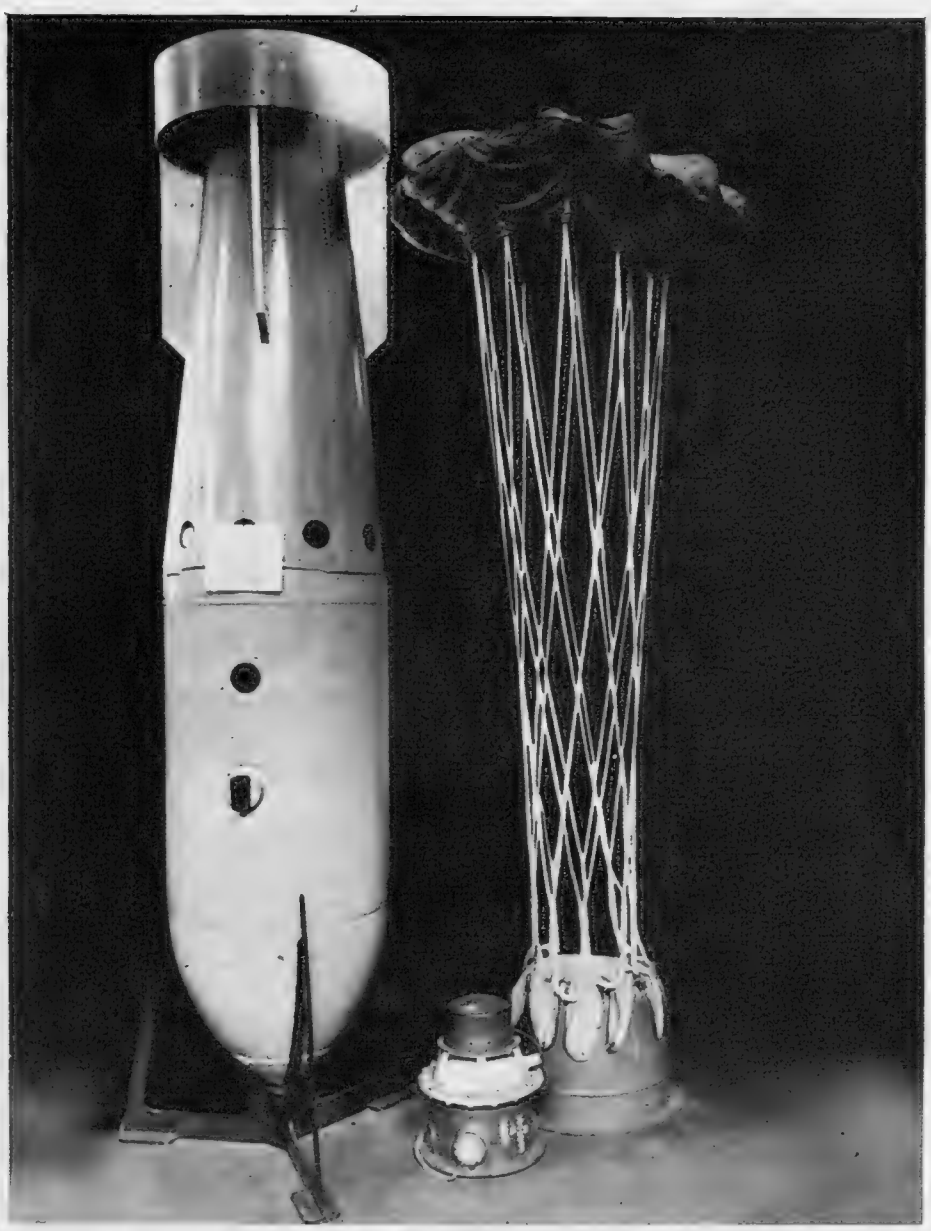


**A BRITISH GROUND MINE LAID FROM SUBMARINE TUBES : Another remarkable exhibit at the Exhibition of Naval Mining and Degaussing at the Science Museum, South Kensington.** This mine, containing 1,100 lbs. of high explosive, is magnetic. At the top is a rudder designed to carry the mine well clear of the laying vessel at the moment of launching. On the left is an instrument known as a Degaussing Resistance Regulator designed to compensate for a ship's alteration in latitude when fitted with degaussing coils as an anti-magnetic mine device

***On right*—THE ANTENNA MINE : A piece of equipment which evidences the elaborate nature of a single unit in Britain's wartime anti-submarine barrage.** Coiled beneath the mine is the phosphor bronze mooring-rope anchoring the mine to its sinker. When a submarine touches the mooring-rope a current passes between the two, and a chain of events then leads to detonation of the mine. If the submarine hits the mine itself, switch horns ensure that it explodes immediately

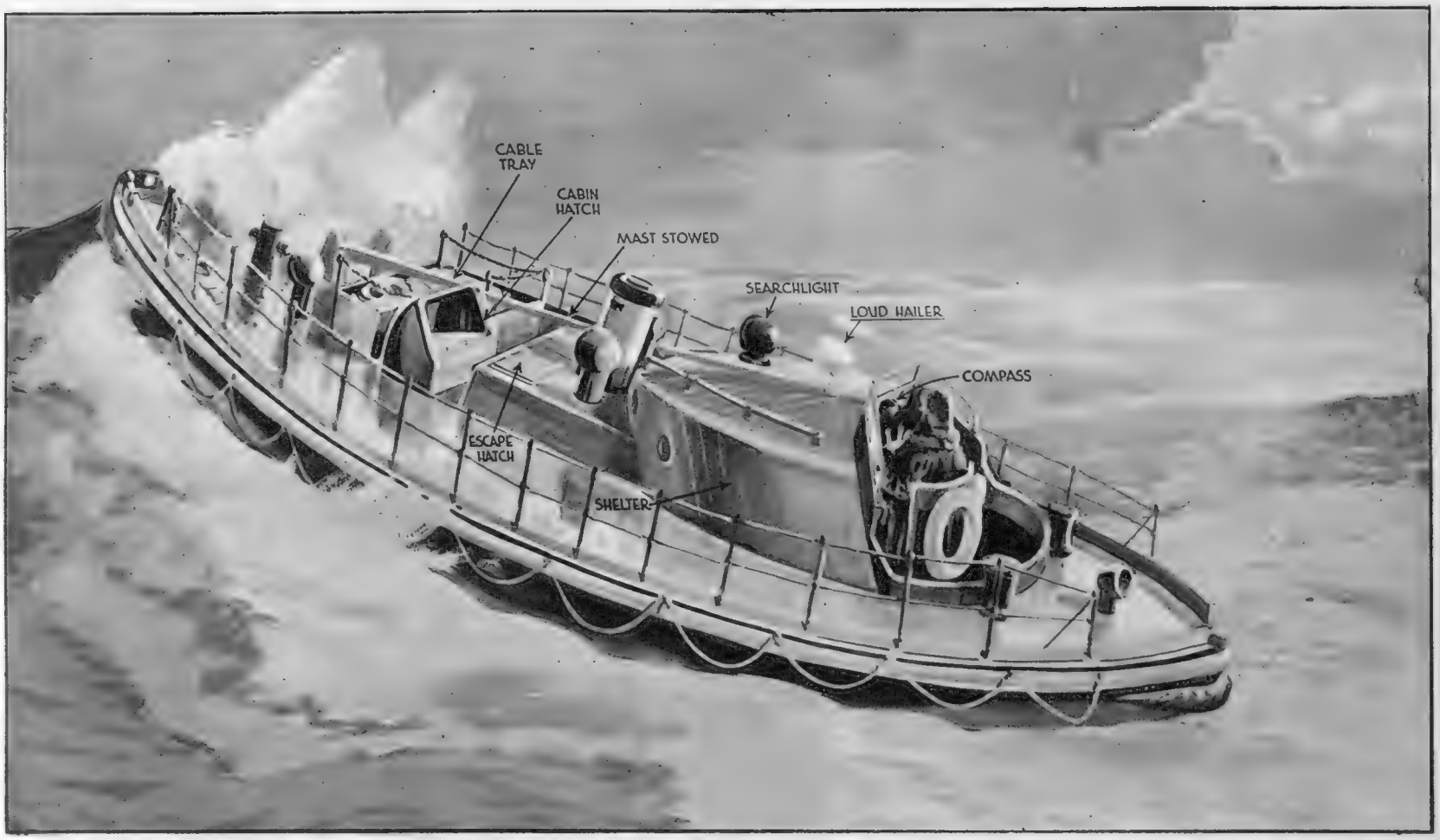



**THE FIRST OF HITLER'S SECRET WEAPONS : This Parachute Magnetic Mine was recovered from the sands at Shoeburyness on November 23, 1939, after which the antidote to it was quickly devised by British technicians.** Up to that time this type of mine had wrought havoc among our shipping. On recovery intact by two officers of H.M.S. *Vernon* (the Torpedo School), it was sent to Portsmouth for stripping-down and for the removal of its all-important magnetic firing device. It is now one of the most important exhibits at the Science Museum's Exhibition of Naval Mining



**THE GERMAN BOMB MINE : One of the main types used by the Luftwaffe to create disruption in our sea lanes throughout the war years.** It was originally laid without a parachute by a plane flying at 250-400 m.p.h. from a height of between 500 ft. and 6,000 ft. At a later stage a small drogue parachute (on right) was added to lessen the shock on hitting water, and with this drogue the mine could be laid from a plane flying at 420 m.p.h. and from heights up to 20,000 ft. The mine weighs 2,050 lbs. and contains 1,600 lbs. of high-explosive. It is made of non-magnetic manganese steel and can be fitted with magnetic, or acoustic or pressure-firing devices. A bomb fuse is fitted to cause the mine to explode if by chance it hits land

**IN 1946 AMERICAN-BUILT MINESWEEPERS ARE STILL AT WORK IN THE NORTH SEA — NO. 174 ENTERING LOWESTOFT HARBOUR AFTER A SPELL OF DUTY IN THE FISHING-GROUNDS : The North Sea (in the Kaiser's day called the German Ocean) is not entirely clear, and these craft are doing a fine job in bringing the task to completion. Largely built in small boatyards on the eastern shores of the United States, the vessels were used from 1942 onwards as submarine-chasers, and many of them did sterling work far out on the sea lanes of the North Atlantic. Since the close of hostilities a large number of them have been sold abroad, fifty going to France, seventy going to the Soviet Navy, and others being transferred to Brazil, Mexico and Uruguay**

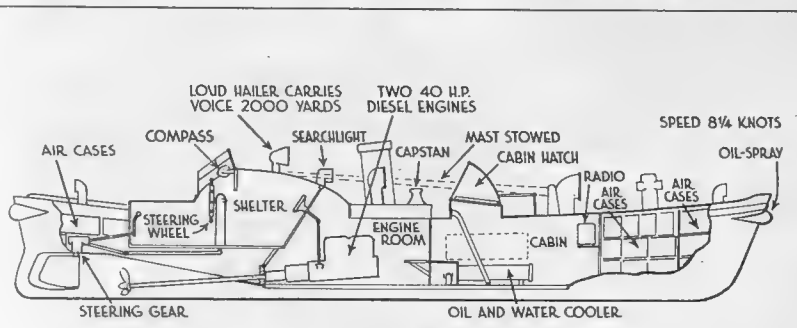



**ONE OF THE NEW CABIN LIFEBOATS GOES INTO ACTION : An artist's impression of a 20-ton craft of the type which the Royal National Lifeboat Institution is now building to replace craft lost by enemy action on various parts of the coast during the war. Altogether seventeen lifeboats are included in the new building programme. Each will have a speed of 8¼ knots**—*Drawings by W. C. Ives*

# NEW LIFE-BOATS FOR BRITAIN'S COASTS

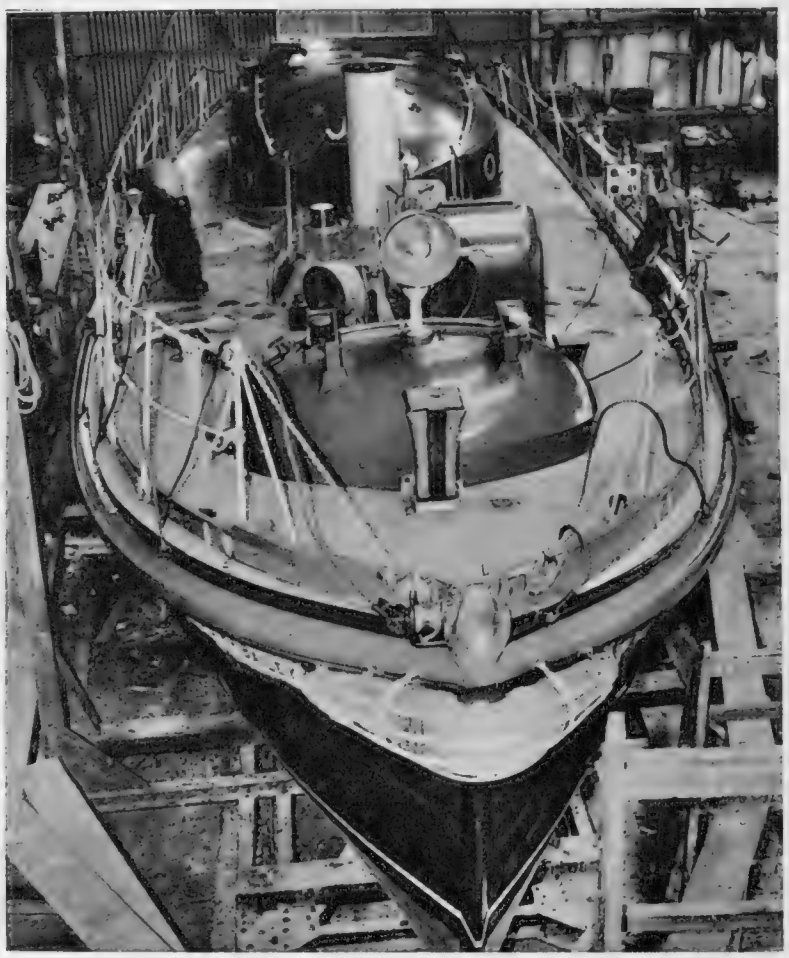
## Seventeen Craft to Replace Those Lost by Enemy Action

The 46-ft. Watson-type cabin lifeboat now under construction in British yards for the National Lifeboat Institution is probably the most seaworthy craft ever devised. It is divided into seven watertight compartments, and is fitted with 142 air cases ; while the engine-room is itself watertight and each engine is sealed, so that the lifeboat can continue running even when she is flooded heavily below-decks. This type of lifeboat has twin screws, and is driven by two 40-h.p. Diesel engines. She carries a crew of eight and she can take ninety-five passengers when engaged in rescue work. Especially interesting features of her equipment are the oil spray situated in the bows to smooth the water in the immediate area of a wreck, wireless receiving and transmitting sets, a searchlight, a line-throwing gun, and a loud-hailer.




SECTION OF NEW TYPE NATIONAL LIFEBOAT SOCIETY'S CABIN MOTOR LIFEBOAT

**THE 46-FT. WATSON-TYPE CABIN LIFEBOAT : A sectional drawing of the rescue craft which will soon be operating round Britain's coasts. Seaworthiness is the feature of the design, and the vessel is divided into seven watertight compartments**



**BOW AND STERN ASPECTS OF THE NEW CABIN LIFEBOAT : Two views of the craft which will make rescue work round Britain's coasts a rather less hazardous task, ensuring perfect efficiency of operation even in mountainous seas when flooding of the engine-room is unavoidable. In the bow can be seen the loud-hailer, which will carry the coxswain's voice over a mile. A powerful searchlight is fitted to the cockpit to enable the crew to scan the water**

# MUSIC AND COMEDY

## Opera in London and Salzburg: Yehudi Menuhin at the Albert Hall: "Strip-Tease" by Puppets

**LONDON'S LATEST STRIP-TEASE: A new presentation of the ever-popular act at the London Palladium.** *High Time*, at the Palladium, described as Val Parnell's "Fun and Dance Show," is enriched by this original version of a strip-tease, performed by an American artist, Bob Bromley, with the aid of a seductive marionette. His other characterisations include a concert pianist, somewhat the worse for liquor, and a chesty opera singer. The other stars of the show are Tessie O'Shea and Nat Jackley, the North Country comedian

**SALZBURG AGAIN: A picture taken during the second act of Mozart's "Don Giovanni" on the opening night of the Salzburg Festival.** Although the Festival was revived last year it had to be in a modified form This year it was done full-scale for the first time since the war, and it drew large and enthusiastic audiences, composed to a great extent of British and American occupation troops. Austrians complained that they saw little of their own festival

**"DON PASQUALE" AT THE CAMBRIDGE THEATRE: A scene from the New London Opera Company's production of Donizetti's little masterpiece.** Mariano Stabile as Dr. Malatesta and Alda Noni as Norina give beautiful performances that are as remarkable for their acting as for their singing. The comedy of this charming light opera is delicately handled, and Martin Lawrence as Don Pasquale sings delightfully and never allows the piece to degenerate into farce

**YEHUDI MENUHIN AND SIR ADRIAN BOULT AT THE ALBERT HALL: The brilliant young violinist was giving his first performance in a B.B.C. Promenade Concert.** The Albert Hall was filled to hear Yehudi Menuhin playing in Sir Adrian Boult's programme of Elgar music. His and Sir Adrian's rendering of the violin concerto had exceptional quality, and its conclusion was marked with such enthusiasm as is rare, even at the Albert Hall

The World of Books—By Vernon Fane

# WHAT SITWELL THINKS OF SITWELL

*The Second Volume of Sir Osbert's Autobiography is Personal History at its Most Revealing*

THE second volume of Sir Osbert Sitwell's autobiography, THE SCARLET TREE (Macmillan. 15s.), takes its title from a belief of some old anatomists that the body formed a growing tree within the human body. Like the first volume, this one is also decorated with impressions of the author's right and left hands. The use of such symbolism serves to underline the intense egocentricity of the work, since everything which is observed—and it is a veritable compendium of observation—is strictly related to the author's none too elastic view of life.

That the trio of Sitwells have always made it clear that they regard themselves as beings apart and endowed with exceptional gifts is understood and accepted by everyone who has practised the arts during the last decade. They have succeeded in securing an almost general acceptance of this belief by an unflinching and, at times, belligerent insistence upon it in a manner only equalled, in their own time, by the late Sir Hugh Walpole.

Of the first volume a critic has observed that it is written "with omniscience, good taste, urbanity, wit and lucidity and charm." Those are reasonable words, and the pæan may safely be sounded for the present volume. It opens with Sir Osbert as a boy of eight at Renishaw, redescribed with melancholic nostalgia. But already at that age the intimations of immortality began to dawn.

They were in Scarborough, at a dancing class, and little Osbert looks round and finds that "somehow or other, I, who was conscious of such a sense of accord with my brother and sister, felt out of harmony with these children, who yet, as I have said, so greatly resembled us in appearance and manner—though I could not tell why, or what the difference could be. . . . Perhaps the skeleton of Anne Brontë, lying a mile from us across the bay in its grave in the churchyard merging, beyond a broken stone wall, into rough sea-meadow, the headstone at an angle now and the inscription often indecipherable because of the black and bulky shadow thrown down by the huge, ragged Norman castle on the rock above; perhaps this skeleton, alone in the vicinity, had it but been able to clothe itself in human raiment again after the passage of fifty years, could have explained to us the nature of this difference, which was the same as that which separated her bones from those lying more at their ease around her. . . . There was no one nearer to us in space, I apprehend, who could have shared and elucidated the secret of this feeling. Indeed, it was not for another fifteen years or so that I was to find it out; that we three were artists, or at any rate, artists in embryo, belonging to a type as different from others as it is possible to be, special beings."

"Shades of the prison house" began with a bout of insomnia and symptoms of intense neurasthenia, through which developed a terror-stricken belief in the existence of hell. He took these fears to his father, Sir George, who said: "My dear boy, if you go to hell you will certainly find all the people you most admire there already—Wellington, Nelson and the Black Prince—and they 'll discover a way of getting you out of it soon enough!" This answer completely disposed of his childish terrors.

The terrors, however, reasserted themselves at school, about which Sir Osbert writes "with an insuperable repugnance . . . the sensation amounts to almost physical nausea." He goes on to say that "I could, for instance, pass no examination, since, in order for me to do my best, or even tolerably well, at anything, I had then—as I have to-day—to be congratulated very warmly and at frequent intervals upon my performance."

Let him take comfort; the performance in this book is excellent, and he can, if he likes, go to the head of the class of personal historians of an interesting, if not admirable, phase in English social history.

**THE AMERICAN DANCERS AT COVENT GARDEN REVIVE AN HISTORIC PAS DE QUATRE: Alicia Alonzo, Norah Kaye, Lucia Chase and Barbara Fallis, the four ballerinas from the United States, rehearsing the foursomes which the dancers Taglioni, Grisi, Cerito and Grahn presented before Queen Victoria in July 1845. The original score has only recently been brought to light at the British Museum, and the dancer Keith Lester and the composer Leighton Lucas have overhauled it for the new production**

The hero of Miss Doreen Wallace's new novel is a problem-child to everyone but himself. From the age of six he knows perfectly well what direction his life is going to take and, if he doesn't know much about keeping out of trouble, he does at least know the best ways of varying a particularly arid existence. For BILLY POTTER (Collins. 8s. 6d.) is an illegitimate child, deserted by his mother and brought up by his grandparents in an East Anglian village. As a young man, reproached with ingratitude by the old people, he tells them that the pride of which they boast and which had kept him from an Orphans' Home had been no good to him. "This were my Orphans' Hoom. I never had no kindness here, only keepers. That weren't for love of me you kep' me, but for yar pride, like you said. So I don't owe you nawthen. And if I did, I 'd be orf just the same. I 'm well knowed to be bad all through, ain't I?"

Billy's lawlessness and his poaching exploits had given him this reputation, but the essential Billy had his own ideas of justice and they were not necessarily all selfish, as he proved when he ran away from his village, fell in love and ended in a blaze of glory on a commando raid.

The setting and the dialect will be familiar to Miss Wallace's readers, but the story itself is more colourful and more adventurous, in terms of physical action, than most of hers. Even the local speech, usually a handicap to any reader born south of the Thames, is so authentically reproduced that it is an integral part of the novel's atmosphere and quality.

THE DRIVING FEAR (Heinemann. 8s. 6d.) is a new kind of spy-story, without heroics, without gun-play and, although my knowledge of secret services is exiguous to say the least, giving the impression of the real thing or something very near it.

Miss Laura Merridew is an Englishwoman who could be called a victim of the Victorian system of education for women, or the lack of it. At thirty she finds herself destitute in Germany, where she had taken a post as governess in order to break away from the dullness of her home. She is unsuccessful, and after losing the job is so poor and so hopeless that she is an easy prey for the secret service agent on the look-out for possible English people to enrol in the service of Germany. Throughout the First World War and in the uneasy days of peace she works for Germany, and now, at sixty, in the Second World War she is still serving the same masters in Cyprus, and dependent upon them for her very existence.

This prim-looking, dignified, elderly lady, in her Victorian silks and laces, living quietly in a bungalow from which she dispenses teas to occasional tourists, arouses few suspicions, and she is able to send out such information as she and her accomplice manage to glean on the radio installed in the small attic. It is 1944 when a very distinguished visitor comes to Cyprus, a diplomatic emissary waiting to proceed to Turkey.

At this time the war is already going badly for Germany, and for a long time Laura has been trying to manufacture news. Her payments from Germany have not been coming through and she is daily haunted by the old dread—the fear of destitution. The news of the diplomat's arrival should be a lucrative scoop for her, and in some ways it is. When he is murdered on the island nobody suspects the old Englishwoman, but from that moment on the story takes an unexpected turn, and although the ending is not wholly satisfactory or clear, Miss Mary Dunstan is to be congratulated on a story that has the very great merit of being out of the ordinary.

REMEMBER ME (Faber. 8s. 6d.) is, I understand, a first novel, and it is an exceptional one. Mr. Edward Meade has written a story of a young Canadian corporal, from the time when he kisses his young wife good-bye on the station platform in Canada until his death four years later on the battlefields of Normandy. The writer tells of the feelings of this young man during his four years of exile from all that makes life worth living for him. He tells of the loneliness, the fear and the craving for affection and homeliness which he has left behind him. It is not a happy story, and some of its pictures of England make one fear for the impression the Dominion troops took away with them. But it is an honest and poignant piece of work for all its unrelieved wartime background of fear, boredom and irresponsibility.

The romance and the unanswered questions of the '45 Rising will always attract writers as long as history is taught and read. Mr. Graham Sutton writes of Prince Charles Edward's Revolt as it affected Cumberland and a very young man with no political convictions, whose father rode out from his farming lands to join the Pretender.

SHEPHERD'S WARNING (Collins. 9s. 6d.) tells a full, almost an overfull story, in which politics, smuggling and the profound differences between the farming folk and the men exploiting the iron mines all play their part. It is exciting and it is fast-moving, but it is also a little indigestible unless taken slowly. Nevertheless, I recommend it partly for its story and partly for the really delightful picture of the Cumberland fells and coast that Mr. Sutton gives.

## SHORTER NOTICES OF SOME OF THE NEWEST BOOKS

THE SPORTS BOOK (Macdonald and Co. 10s. 6d.): A superbly illustrated review of modern sport, including athletics, greyhound racing, speedway racing, football, darts, and ice-hockey. It is compiled and edited by James Rivers.

THE FAROES IN PICTURES (George Allen and Unwin. 10s.): A fine series of photographs of these remote islands, together with an account of the people and of their lives, by Gordon Huson.

H.M.S. "RODNEY" AT WAR (Hollis and Carter. 10s. 6d.): Kenneth Thompson tells the story of a great warship on active service.

DEATH WAS OUR ESCORT (Skeffington. 16s.): A narrative of the Far East campaign by Ernest G. Vetter. He describes the many thrilling actions fought by the United States P.T. boats based on New Guinea.

OUTLAW OF THE LOWEST PLANET (The Grey Walls Press. 8s. 6d.): Selections from the verse of Kenneth Patchen, a young American poet. This is modernistic word-painting, but it has vigour and sometimes vision.

THEY REIGNED IN MANDALAY (Dennis Dobson. 10s. 6d.): The little-known story of the rulers of Upper Burma before the arrival of the British. The author is E. C. V. Foucar.

BRITISH WEATHER (Collins. 4s. 6d.): Stephen Bone writes about one of the few things in the world we can do nothing to modify and yet which affects us all. The book is charmingly illustrated.

GUSTAVE DORÉ (Pleiades Books. 15s.): By Millicent Rose. A book that brings together much of the original work of an artist whose reputation has languished, but whom, some aver, deserves a wider renown.

WHEELS (Pleiades Books. 8s. 6d.): By Hans Tisdall and Oliver Hill. A delightful children's book telling the story of the historical development of the wheel through the ages. The printing and general production are first-rate.

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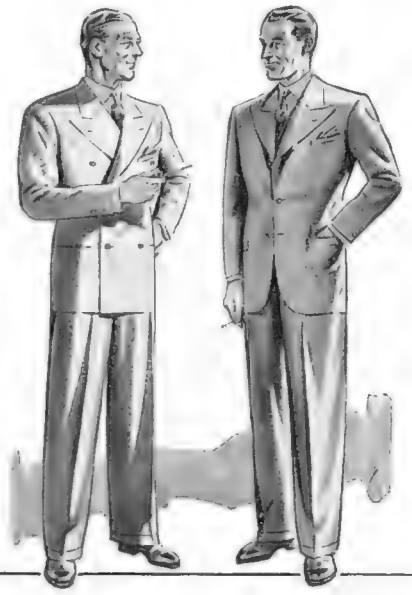

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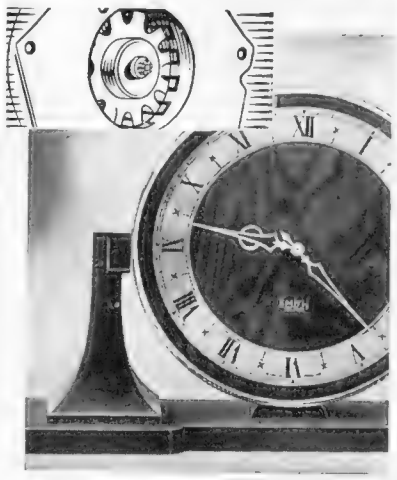

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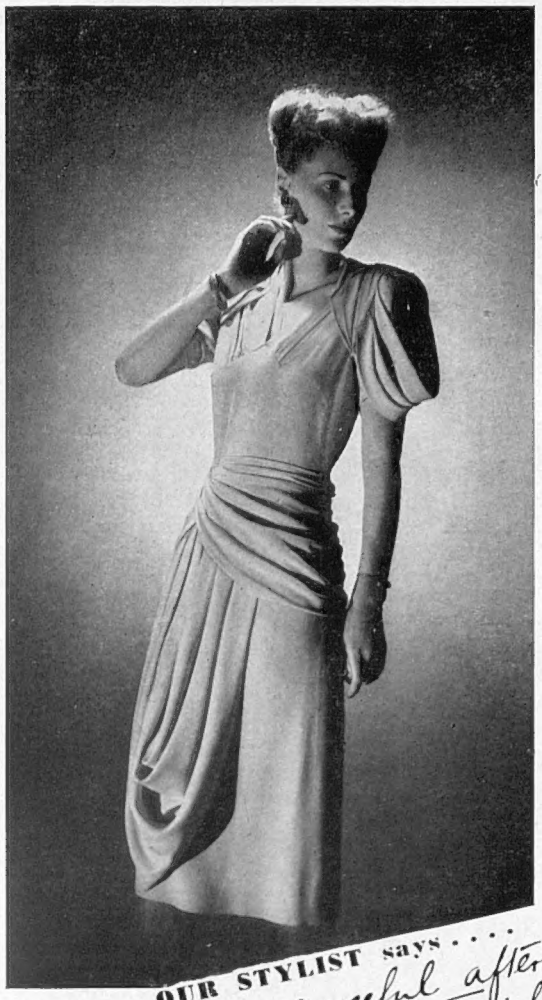

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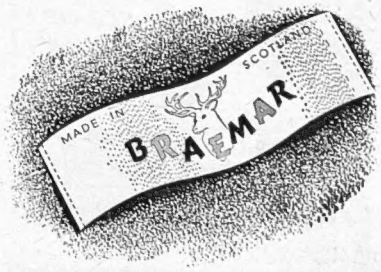


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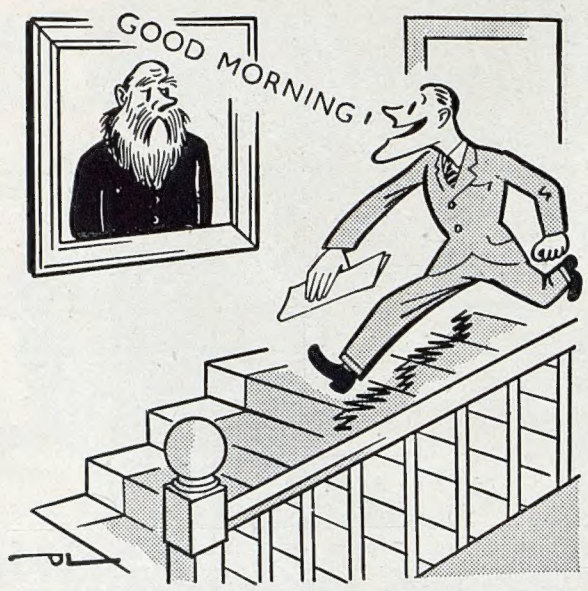


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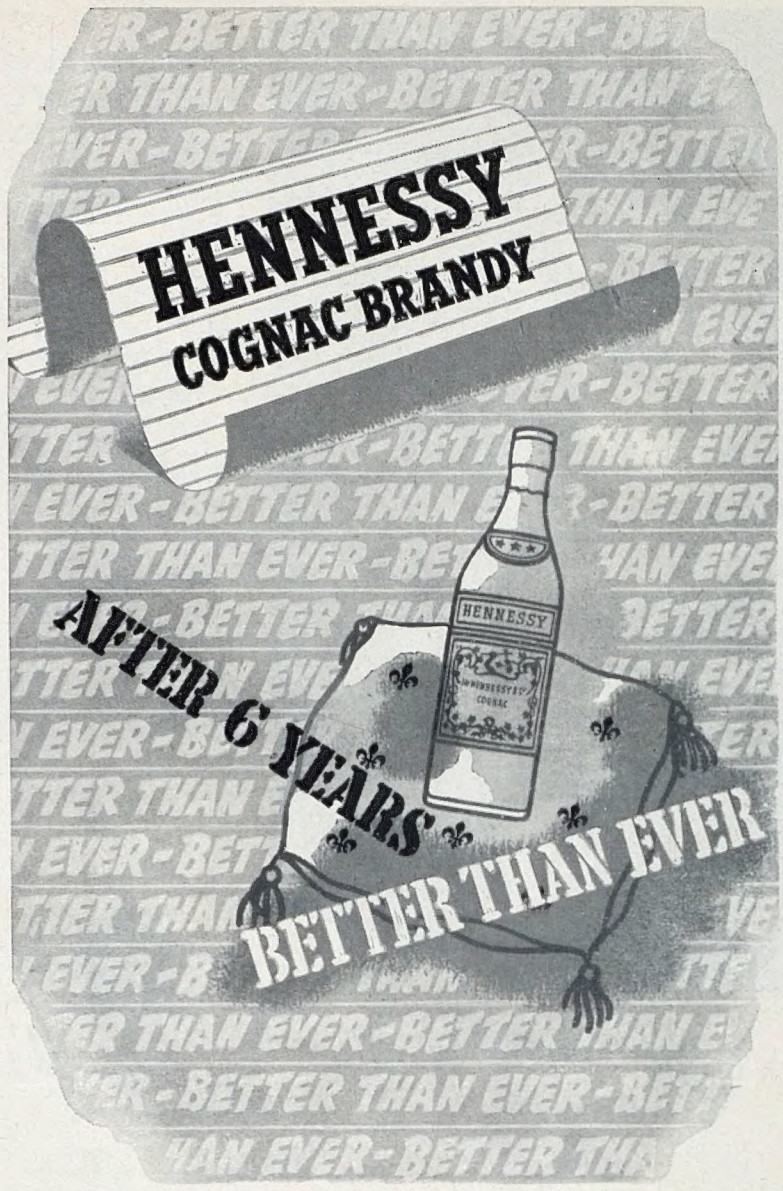


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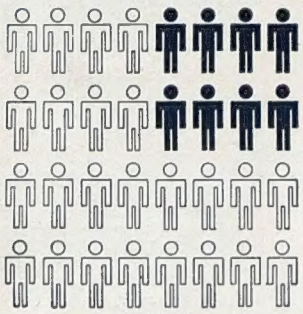

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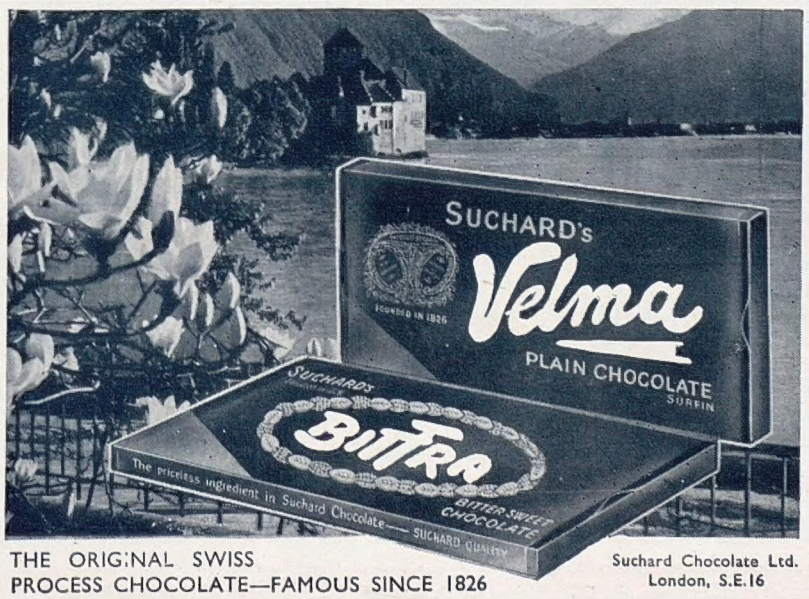


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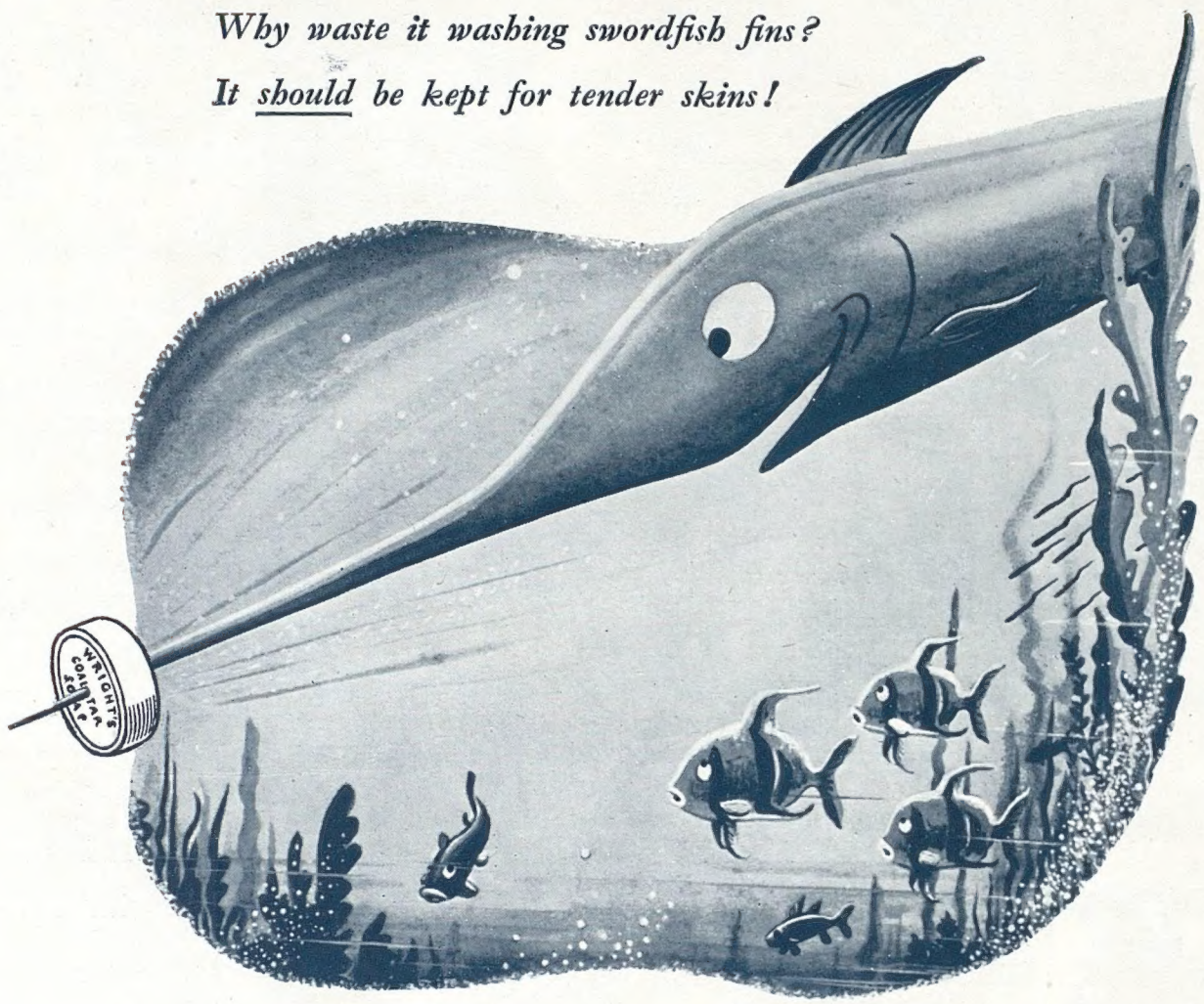


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